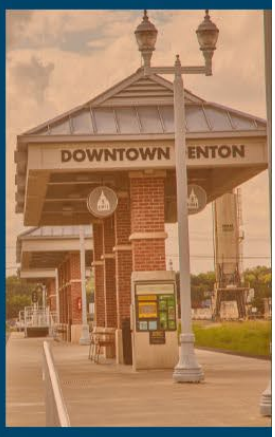
Task 6 Report: Develop Strategies for Infill Development

Final

REGIONAL TRANSIT 2.0



North Central Texas Council of Governments

April 24, 2025

Preface

This report is an interim task report of the North Central Texas Council of Government's (NCTCOG) Regional Transit 2.0 initiative, which aims to examine crucial transportation investments that could accommodate the anticipated population growth and support sustainable development across the North Texas region. The Transit 2.0 initiative is comprised of eight primary tasks in the following areas, each of which is accompanied by its own standalone report:

- Task 2: Transit legislative program
- Task 3: Increase transit authority membership (this report)
- Task 4: Increase collaborations between existing transit authorities
- Task 5: Strategies for transit authority board partnerships and teamwork
- Task 6: Strategies for infill development
- Task 7: Fare collection strategies
- Task 8: Improve the transit authority-member city paradox
- Task 9: Final report

The purpose of the Task 6 report, *Develop Strategies for Infill Development,* is twofold:

1. Identify challenges to transit-oriented development and infill development in North Texas jurisdictions that are transit authority members, and

2. Develop a menu of strategies that can enhance properties within transit authority member cities near rail stations.

This "menu" of strategies, as presented in this report, is meant to provide an inventory of options that could, under the right circumstances, improve infill development near key rail stations. Not all ideas inventoried in this report may be feasible in North Texas due to political or institutional barriers, but these ideas are included as worthwhile initiatives for NCTCOG and regional decisionmakers to consider as the region progresses in the coming decades. Inclusion of a strategy in this Task 6 report does not necessarily indicate endorsement by NCTCOG, the three transit authorities, or their member jurisdictions.

After completion of Tasks 2 through 8, the most promising strategies will be extracted and refined in Task 9. The Task 9 final report and recommendations will be complete in late spring 2025.

Executive Summary

Transit-oriented development (TOD) can be an important tool in meeting key regional goals, including constraining the cost of providing municipal services to communities, increasing transit ridership and financial performance, and increasing job and housing opportunities. The North Central Texas Council of Governments (NCTCOG) and the three transit authorities (TAs) within its planning area boundary—Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority (DCTA)—face several challenges in their efforts to facilitate TOD near rail stations. The economic development and policy tools available to incentivize TOD are often accessible only to local jurisdictions. These areas are typically interested in economic development broadly and, in many cases, may have even implemented plans and policies supporting TOD, but they have varying levels of motivation to incentivize the density that is needed to encourage true transit-oriented communities. NCTCOG already does as much or more than many peer regional planning bodies across the country to encourage TOD, but even with this substantial effort, cities and transit agencies have struggled to move forward with higher density TOD that results in higher transit usage. This is a big part of the reason that transit has been unable to capture a more substantial market share in the region overall. To reverse this trend, major changes in policy and incentives with respect to TOD will be required.

With regional population growth projections for the next 25 years adding over 4 million new residents and some freeway corridors reaching maximum buildout, the region must find new and innovative ways to encourage TOD and infill development that can reduce congestion and urban sprawl. Key challenges include:

1. Limited understanding by many TA member city elected officials of how TOD can fit within communities and contribute to larger local and regional goals;

2. Greenfield development tends to be much easier and cheaper for developers as compared to TOD;

3. Local jurisdictions in transit member cities do not incentivize TOD sufficiently to make it more competitive with greenfield development;

4. The perceived value of transit is low, which makes TOD less appealing;

5. While there is a perception that TAs should lead TOD efforts, local jurisdictions have access to the most economic development tools;

6. TAs feel that they lack the financial or political resources to provide incentives to develop their properties; and

7. The DCTA and Trinity Metro Boards do not perceive the incentivization of TOD to be in their mandate and do not dedicate sufficient resources to the concept.

This report includes nineteen strategies to support NCTCOG, the TAs, and local jurisdictions to achieve these goals. These strategies are based on concepts shared by stakeholders, subject matter experts, and peer metropolitan planning organizations, alongside industry-leading innovations, best practices, and case studies. Strategies are aggregated into those that can be advanced by each core stakeholder group and should be considered an inventory of ideas for NCTCOG, TAs, and jurisdictions to consider. Though some complement one another, they are not in all cases meant to be undertaken as a package.

Jurisdiction-Led Strategies

J1. Proactively rezone for TOD and infill development

J2. Streamline development processes for TOD

J3. Expand developer incentives for TOD

J4. Expand Public Private Partnerships and Tax Increment Financing Districts

J5. Leverage local stakeholders and relevant organizations to build TOD support

J6. Improve public space adjacent to transit stations through placemaking and economic development

J7. Develop or update TOD Plans

J8. Improve first mile/last mile connectivity to transit stations

TA-Led Strategies

T1. Establish and publish clear, streamlined policies and procedures for development on TA-owned property

T2. Improve first mile/last mile connectivity to transit stations

T3. Leverage interlocal agreements to expand collaboration with jurisdictions on strategies for integrating rail stations with community amenities

T4. Financially incentivize development on TA-owned property

T5. Hire TOD staff to coordinate efforts between the TA, developers, and local jurisdictions (DCTA and Trinity Metro)

NCTCOG-Led Strategies

N1. Incentivize jurisdictions to proactively rezone infill areas

N2. Educate elected officials on the benefits of TOD and infill development

N3. Increase training for public-sector professionals on TOD

N4. Increase advocacy for expanded state and federal funding for transit, TOD, and for greater NCTCOG authority over land use

N5. Enhance funding for TOD efforts

N6. Establish performance measures for TOD goals

In addition to these 19 strategies, we have inventoried a suite of 20 federal, state, and local funding opportunities available for TOD and/or infill development in the region.

The strategies and funding opportunities identified have different strengths in their ability to address key challenges to increasing TOD and infill development. Criteria are proposed and leveraged in the report to evaluate the degree to which these strategies:

- Market for TOD
- Policy Support
- Influence on Travel Behavior
- Resource expansion
- Impact level
- Ease of implementation

The recommendations in this report, when viewed cohesively, emphasize the need for consistent collaboration between TAs and local jurisdictions to maximize the potential of TOD in North Texas. These strategies highlight the importance of aligning transportation planning with land use policies, streamlining development processes, and creating incentives that make TOD more attractive to developers. The success of these efforts will depend on the extent to which jurisdictions and TAs can direct their respective expertise and authority toward a common, transit-oriented vision for the future.

As this report outlines, NCTCOG has multiple opportunities today to support more cohesive regional land use planning through the provision of targeted grant funding, regional convening, and capacity-building. In the long term, it can also pursue ambitious legislative changes to obtain greater land use authority, in line with other national peer MPOs. This would give NCTCOG the ability to directly encourage more cohesive land use planning that directly supports long-term regional economic and environmental prosperity. TOD and infill development can only be successful if there is far stronger support for transit in the region and statewide. NCTCOG will need to play a central role in promoting transit and bridging gaps in expertise, understanding, and funding, to set an ambitious direction for the region's broader transportation and development goals.

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1. Introduction

Since 1974, NCTCOG, in conjunction with the Regional Transportation Council (RTC), has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth Metropolitan Area. The NCTCOG Executive Board serves as the MPO's fiduciary and fiscal agent, while the RTC serves as the MPO's policy body for federal transportation planning, programming, and policy decisions.

NCTCOG, RTC, and the three transit authorities (TAs) of Trinity Metro, Denton County Transportation Authority (DCTA), and Dallas Area Rapid Transit (DART), along with the many local jurisdictions, are challenged in their efforts to encourage sustainable land use development for the rapidly growing and dispersed North Texas region—a region that is projected to exceed 12 million people within 25 years (2024 NCTCOG Population Estimates). Since 2020, the NCTCOG region has grown by 650,000 new residents, with approximately 200,000 new residents in the past year alone.

Population growth means that there will be increased pressure on regional housing supply. Much of this growth is occurring outside of urban cores, with five of the fifteen fastest growing cities nationally located in North Texas: Celina, Princeton, Anna, Prosper, and Forney. This sprawling growth pattern will result in higher greenhouse gas emissions and reduced air quality.

The region's historical growth model has prioritized outward expansion, driven by the availability of abundant, relatively inexpensive land, which has allowed developers to build large-scale projects more easily and cost-effectively than navigating the complexities of development in areas with existing utilities and infrastructure. Most local policies and zoning codes across the region—even in transit member jurisdictions—favor single-family housing and stringent parking minimums, limiting the feasibility of higher density, mixed-use developments. The car-centric culture and design of North Texas, coupled with a robust highway and tollway network, has made it convenient for residents to live further from urban cores and traditional economic hubs, further reinforcing low-density suburban growth patterns.

While ample land remains for continued sprawl outside of the boundaries of the current TA member jurisdictions, the region's roadway system is already experiencing the pressure of so many new residents. Congestion is continuing to worsen, and further expansion of many major freeway corridors is likely prohibitive.

Regional forecasts project that the population of the 12-county metropolitan area will increase by 42 percent between 2023 and 2045. That kind of growth will require changes in development to build on existing patterns. Transit-oriented development (TOD) involves the planning and development of higher density, mixed-use communities anchored by high-quality transit systems, such as rail stations or major bus corridors. TOD aims to create vibrant, walkable communities where residents and workers have convenient access to transit, making it easier to reduce dependency on personal vehicles. It also optimizes investment in transit facilities, providing better value. And the economic benefits of TOD are clear: in the DART service area alone, a total of 31 development projects built within a quarter mile of DART stations between 2019 and 2021 have generated $1.8 billion in economic impacts for the North Texas region, and nearly $50 million in state and local tax revenue.

Infill development—which focuses more broadly on redeveloping or optimizing underutilized or vacant parcels within already urbanized areas—is a related, albeit distinct concept from TOD. Infill development can occur anywhere within an urban area and makes the most of existing municipal investments by locating new buildings and uses in areas that are often already served by critical infrastructure like roadways, rail lines, and water and sewer lines. It also means that new developments in these areas are frequently within close proximity to other existing activity centers, including employment hubs, commercial districts, and other urban amenities. TOD can (and often does) occur within infill areas but is a more specific designation based on proximity to transit.

This task report, while titled, "Strategies for Infill Development," focuses primarily on TOD, with the objective of fostering development patterns that enhance transit ridership and support the creation of walkable, mixed-use communities near rail stations and other transit hubs. However, given that many TOD opportunities are situated in infill areas, recommendations are often applicable to both TOD and infill development. This report addresses the shared challenges and opportunities of these two topics and aims to provide a comprehensive framework for advancing TOD in the NCTCOG region while also offering tools and strategies that may equally benefit infill development efforts.

To advance TOD, NCTCOG, local jurisdictions, the three TAs, and developers all have varying degrees of influence, priorities, and tools, available to them as shown in Figure 1.

Figure 1. Key Institutional TOD stakeholders, priorities, and tools

Stakeholder Group	Stakeholder Priorities	Available TOD Tools

Local Jurisdictions 	• Encourage desired mix of land uses and densities across jurisdiction
	• Maximize property tax revenue
	• Ensure transit is coordinated with other transportation modes and connections
	• Ensure public amenities meet community needs
		• Alter zoning regulations
		• Prepare comprehensive plans and specific plans
		• Development approval process
		  • Sets policy (density, parking requirements, etc.)
		  • Economic development tools (tax incentives, expedited permitting, etc.)

Transportation Authorities 	• Operations are top priority • Common property owner adjacent to stations • Maximize ridership by maximizing transit users living, working, or recreating near transit • Maximize land values for income generation • Increase ridership	• Initiate development and joint development on TA-owned property • Provide frequent, reliable transit to make TOD compelling
Developers 	• Maximize profits while minimizing development fees and timelines • Seek incentives or development terms that minimize costs, such as reduced parking ratios, relaxed open space requirements, and expedited permit timelines • Develop a deal that is appealing to investors	• Commercial development
NCTCOG 	• Reduce regional congestion and sprawl while improving regional air quality • Ensure regional connectivity and development patterns to maximize quality of life and economic activity	• Regional priority- and vision-setting • Regional convening and collaboration • Financial incentives

Local Jurisdictions: Jurisdictions, particularly cities, hold the greatest control over land use and development patterns in the DFW region, with the capacity to establish and update zoning regulations, comprehensive plans, and permitting processes within their boundaries. This makes them the most important factor in either enabling or hindering TOD and infill development through both their policymaking processes (e.g. zoning requirements, density allowances, parking requirements) and economic development tools (e.g. tax incentives, expedited permitting, and the creation of tax increment financing districts).

TAs: Perhaps owing to the term *transit*-oriented development, there is a common perception that TAs have significant influence in the development and incentivization of TOD. While they do have an important role to play in providing frequent, reliable transit, and in some cases own property adjacent to stations that is well poised for TOD, their influence is historically limited to the land they directly own and maintain.

Developers: As the entities responsible for designing and constructing projects, developers wield substantial influence over what ultimately gets built. Their decisions are shaped by their investors, market conditions, regulatory frameworks, and available incentives. While developers are profit-driven and respond to opportunities that align with their financial goals, they are highly sensitive to incentives and disincentives that local jurisdictions structure for development through their policies. Investors typically finance developer projects and play an important role in whether a developer ultimately pursues a project.

NCTCOG: Relying on partnerships to realize TOD goals, NCTCOG's role has primarily been as a regional convener and planner. It has historically supported TOD and infill efforts by providing a regional vision through its Metropolitan Transportation Plan, Mobility 2050, and by providing technical assistance, facilitating regional planning initiatives and offering grants for the planning, design, and funding of transit-supportive multi-modal infrastructure.

2. Key Challenges to Increasing Transit Oriented Development and Infill Development

Task 6 findings were informed by interviews with staff at NCTCOG, the three TAs, developers, and municipalities in the NCTCOG region. Metropolitan Planning Organizations in three regions across the United States and TOD subject matter experts in Texas and nationally also contributed, alongside national examples of TOD best practices. Current TA and jurisdiction TOD policies and NCTCOG studies were thoroughly reviewed to establish a baseline understanding of the existing development framework.

Figure 2. Entities interviewed for Task 6.

Type	Entity
Transit Authority	DART
	Trinity Metro
	DCTA
Municipality	City of Dallas
	City of Lewisville
	City of Richardson
Developer	Catalyst Urban Development
	Billingsley Company
TOD Stakeholder	Near Southside Fort Worth
	Community Design Fort Worth
	Dallas Housing Coalition
	Urban Land Institute
Metropolitan Planning Organization	Atlanta Regional Commission
	San Diego Association of Governments
	Metropolitan Council (Twin Cities)
Subject Matter Expert	Marlon Boarnet, PhD
	Kammy Horne

Key challenges to increasing TOD and infill development in the region that emerged from the interviews included the following:

1. Limited understanding by many TA member city elected officials of how TOD can fit within communities and contribute to larger local and regional goals;

2. Greenfield development tends to be much easier and cheaper for developers as compared to TOD;

3. Local jurisdictions in transit member cities do not incentivize TOD sufficiently to make it more competitive with greenfield development;

4. The perceived value of transit is low, which makes TOD less appealing;

5. While there is a perception that TAs should lead TOD efforts, local jurisdictions have access to the most economic development tools;

6. TAs feel that they lack the financial or political resources to provide incentives to develop their properties; and

7. DCTA and Trinity Metro Boards do not perceive the incentivization of TOD to be in their mandate and do not dedicate sufficient resources to the concept.

Limited understanding by many TA member city elected officials of how TOD can fit within communities and contribute to larger local and regional goals

While there are many examples of TOD projects that have been built in North Texas to-date, much of their success has been due not to their orientation toward transit, but rather due to being a compelling destination for transit riders and drivers alike. For example, Mockingbird Station TOD is a mixed-use development linked directly to DART's Mockingbird Station. While commercially successful and lauded as a desirable destination to work, live, and play, it has been less successful in encouraging mode-shift, with a walk mode share of 13.6%, bike mode share of 0.22%, bus transit mode share of 1.09%, and rail transit mode share of 5.9%. Auto mode share is approximately 79%. This is still better than comparable non-TOD sites in the region but speaks to some of the challenges jurisdictions and TAs face in encouraging true TOD.

Compared to all other development types, TOD implementation that fosters greater transit ridership is still relatively limited in North Texas communities. That lack of experience and exposure can lead to misperceptions about what TOD is and can reinforce negative reactions to changing historic development patterns and increasing density of housing near transit. Well-planned TOD can be designed and scaled to suit varying community types, providing new and more sustainable development without adversely impacting existing development or community character.

The lack of governmental movement to encourage TOD is due, in part, to the widespread perception that low-density, suburban lifestyles—characterized by single-family homes on large lots—represent the "Texas dream." Elected officials tend to represent this common constituent attitude. While this traditional model appeals to many, it does not align with the preferences of all residents, particularly those seeking more walkable, transit-accessible lifestyles. Paired with a common attitude that development and density should happen elsewhere—or “Not in My Backyard” (NIMBY)—densification and TOD face an uphill battle.

There are exceptions; the City of Lewisville, for example, has built out much of its developable area, which means that infill is the primary option for new development. Access to DCTA’s A-Train has helped spur development and street improvements in downtown Lewisville. But these exceptions prove the rule in their rarity.

In the long term, current development patterns are unsustainable, as jurisdictions are responsible for the long-term maintenance costs associated with sprawl, including roadway infrastructure, sewers, and water supply mains. Projects like Mockingbird Station and Downtown Grapevine’s Historic Main Street District are important first steps for the region because they invite people who may not otherwise consider transit to consider it as an option, however elected officials and the constituents they represent will need to do more to drive larger and more comprehensive TOD developments that truly encourage mode shift.

Greenfield development tends to be much easier and cheaper for developers as compared to TOD

In North Texas, greenfield development—development on land that has not been used for building or infrastructure—is cheaper and easier for developers than building on lots that have previously been developed. This is because greenfield sites typically do not

come with the complexities and costs associated with site preparation in infill areas—activities like demolition, remediation of environmental contamination, and other existing infrastructure constraints. In much of Texas, jurisdictions do not sufficiently incentivize TOD or infill with financial or regulatory incentives, nor are there regional or state-imposed frameworks to disincentivize sprawling greenfield development with additional fees or regulatory hurdles. Paired with historic preferences for suburban sprawl and widespread community resistance to increasing urban density, this paradigm perpetuates a cycle of continuous outward expansion, leaving transit-adjacent parcels like underutilized parking facilities undeveloped.

Local jurisdictions in transit member cities do not incentivize TOD sufficiently to make it competitive with greenfield development

Due to the relative ease of greenfield development in North Texas, developers will often pass up opportunities to build near TOD sites in infill areas with existing utilities that create greater uncertainty, in favor of development in communities with significant land that is previously untouched. This hurts TA member cities who have TOD-appropriate land available, and reduces potential transit ridership.

Financial and regulatory mechanisms like tax abatements, expedited permitting processes, and grants are already leveraged by many TA member jurisdictions to offset the higher costs and risks developers face in pursuing development in TOD areas, but this has not been enough to encourage the kind of dense, mixed-use urban development near rail stations that are needed to help encourage mode shift, reduce congestion, increase transit accessibility, and promote economic efficiency. The result is a gap between the large amount of available, developable land in infill or TOD areas and the relatively smaller development that actually happens in these locations. Jurisdictions and TAs alike will need to do more to foster compact growth, maximize the value of existing transit infrastructure, and address the broader challenge of urban sprawl.

The perceived value of transit is low, which makes TOD less appealing

In North Texas, transit is rarely viewed as a premium amenity that enhances accessibility, reduces commuting costs, or improves quality of life. Instead, according to many interviews we conducted and surveys in North Texas, it is often associated with negative stereotypes, such as inefficiency, inconvenience, or contributing to noise and crime. Exacerbating this issue is that transit, as currently structured, rarely serves as an

adequate substitute for private car trips. Combined, this means that transit remains almost exclusively the province of transit-dependent, low-income people and/or those who cannot or choose not to own cars. This perception undermines the potential of TOD to attract residents and businesses that prioritize proximity to transit as a key factor in their location decisions. Transit also rarely competes with the travel time and convenience of use for those who own or have access to private vehicles. As a result, developers see a limited market demand for TOD projects, and jurisdictions do not prioritize investments in transit-oriented growth.

While there is a perception that TAs should lead TOD efforts, local jurisdictions have access to the most economic development tools

TAs are often seen as the logical champions of TOD due to their role in planning for and providing public transportation services. However, local jurisdictions implement the vast majority of development policies and incentives like tax abatements, zoning and rezoning, and entitlement process streamlining. In most cases, jurisdictions have entire teams of economic development and planning staff dedicated to these areas, whereas TAs do not. This misalignment creates a gap in responsibility and execution, as local jurisdictions may not prioritize TOD or fully coordinate their economic development tools to support transit-oriented growth. Bridging this divide requires clearer delineation of roles and responsibilities between TAs and local governments, as well as collaborative frameworks to align transit investments with supportive economic policies that enable successful TOD implementation.

TAs feel that they lack the financial or political resources to provide incentives to develop their properties

Unlike local jurisdictions that can leverage economic development tools such as tax increment financing, zoning changes, or development grants, TAs often operate within tight budgets focused on maintaining and expanding transit services, with few resources remaining for TOD. The TAs feel that they have limited staff capacity to actively pursue TOD, even on their own property; even DART, the only authority among the three TAs with dedicated economic development staff and a formal TOD policy, feels that they would benefit from additional staff capacity to advance TOD initiatives. This means that TAs are typically reliant on private developers or local governments to drive TOD initiatives, which can result in missed opportunities to maximize the value of transit-adjacent land. Local jurisdictions, which control these tools, may not prioritize TOD or

align their economic policies with transit goals, creating a disconnect between the TAs' vision for TOD and the resources needed to achieve it. Addressing this challenge requires stronger partnerships between TAs, local governments, and private stakeholders to align goals and pool resources for effective TOD strategies.

For example, Trinity Metro worked with a developer to advance plans for a 300-unit mixed-use development at the site of the current T&P Station parking lot in Fort Worth. The project was expected to leverage multiple funding sources, including from the U.S. Department of Housing and Urban Development (HUD). The project was sold to a second developer and ultimately fell through due to misaligned expectations between Trinity Metro and the final developer regarding the value of the land and the time required for Trinity Metro to understand and respond to developer proposals. These types of negotiations regarding sale price and type are common for local jurisdictions and developers, but rare for Trinity Metro. This presents an opportunity for collaboration between Trinity Metro and the City of Fort Worth to more efficiently advance developments on Trinity Metro-owned property in the future, and underscores the need for enhanced collaboration and shared accountability more broadly between TAs and local governments to unlock the potential of transit-adjacent properties.

In acknowledgement of this challenge, DART and the City of Dallas, in 2021, executed a memorandum of understanding allowing the City of Dallas to include DART-owned properties as potential development sites in city-initiated development requests for proposals and development deals. This agreement allows the city to work with a developer in scoping a project, DART is brought in to negotiate an interlocal agreement between DART, the City of Dallas, and the relevant developer.

The DCTA and Trinity Metro Boards do not perceive the incentivization of TOD to be in their mandate and do not dedicate sufficient resources to the concept

Both DCTA and Trinity Metro have demonstrated interest in TOD. For example, Trinity Metro actively collaborated with the City of Grapevine on the property near their TEXRail station (though, notably, this was a City of Grapevine-initiated effort) and at the T&P Station (a mixed-use development in Fort Worth that fell through). Likewise, DCTA has studied TOD at most stations along the A-Train alignment and is actively working to relocate their headquarters to a new TOD site on DCTA-owned property in Lewisville. However, neither agency has dedicated staff that support TOD expansion. While both

TAs acknowledge that investment in transit-proximate businesses and housing can positively impact ridership and farebox revenue, the broader concept of TOD falls outside their board's central priorities of providing and improving transit services. Interest in TOD alone is insufficient for its success and proliferation region-wide. Exacerbating this challenge is the common perception that transit is not a significant amenity in North Texas, which contributes to an attitude that TOD benefits are not worth proactive investment on the part of TAs; the resources required to do this are seen as disproportionate to potential returns in terms of ridership and revenue.

DART, by contrast, has a robust TOD program and existing economic development staff, though they still have insufficient resources to pursue TOD to the extent they see as consistent with their mission.

3. Transit Oriented Development: Definitions, Best Practices, and Regional Realities

According to the Federal Transit Administration, TOD "creates dense, walkable, and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities. TOD projects include a mix of commercial, residential, office, and entertainment land uses." Policymakers have found TOD to be a potential solution to the serious and increasing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.

According to the Center for Transit-Oriented Development (CTOD), TOD is typically defined as compact development within easy walking or biking distance (typically a half mile) of a transit station. A core principle of TOD is that people with a wide range of incomes can live and work in places with interconnected transportation networks that offer more transportation options, including transit, walking, and bicycling. Transit-supportive neighborhoods help reduce car-dependency which can reduce out-of-pocket travel costs, vehicle miles traveled (VMT), and emissions.

TOD provides a critical mechanism for building and strengthening our communities and providing greater access to economic opportunities.

Functional Elements of TOD

Functional elements of TOD typically include but are not limited to:

- Walkable design with pedestrian as the highest priority
- Rail station as prominent feature of town center/district
- Public square or space fronting rail station
- A regional node containing a mixture of uses in close proximity, such as office, residential, retail, and civic spaces
- High density, walkable district within 10-minute walk circle surrounding rail station
- Transit systems like streetcars, light rail, and/or buses
- Designed to include the easy use of bicycles and scooters
- Ride-in bicycle parking areas within stations
- Bikeshare rental system and bikeway network integrated into stations

- Reduced and managed parking inside 10-minute walk circle around town center/ rail station
- Specialized retail at stations serving commuters and locals including cafes, grocery, dry cleaners

Planning Across Scales of TOD

It is important to recognize the geographic scale of a TOD for successful implementation. According to CTOD, Metropolitan Planning Organizations (MPOs) like NCTCOG need to think about transit investments and TOD within four geographic scales to have the most positive impact on regional goals like affordability and mobility. These four geographical scales include the city or region scale, corridor scale, station area scale, and site scale. Over the last two decades, NCTCOG has sponsored studies at all four of these scales and has been a major proponent of TOD across the region. Planning approaches across these scales are as follows:

City or Region Scale

Multiple corridors in a city or region create a network of transit-oriented places that integrate different functions and activity centers within easy access of transit. Planning at the regional scale can address problems such as connections to job centers and economic opportunities. At this scale, overall mode share and transit network health can be influenced.

This requires a region-wide plan for implementing TOD that provides a consistent strategic framework that connects land use with transportation policy. Regional TOD visioning also helps set long term policy direction, which can help municipalities make changes to zoning, develop design guidelines, form partnerships, and institute more appropriate development incentives. Development is guided by a clear set of TOD recommendations as developers often choose to follow these recommendations to navigate the review process more easily. Mobility 2050 and NCTCOG's TOD data products provide a strong foundation for TOD planning and visioning process in the North Texas region.

Corridor Scale

Stations along a transit corridor support diverse and complementary transit-oriented neighborhoods. As connections between adjacent station areas are strengthened

through transit, the amenities and opportunities in one area are made more accessible to others. Effective, integrated corridor-level planning can encourage the momentum of market activity between station areas, thus augmenting and diversifying development and other opportunities. NCTCOG can work with stakeholders to lead advocacy for affordable housing and equitable development along the corridor, focusing on both housing and employment solutions, as well as local transportation improvements.

Corridor plans aim to create a cohesive linear experience along vital corridors and can provide a detailed vision for high-capacity routes. This scale of planning looks more intensely at specific roadways and the relationship between buildings and the street and often includes implementation strategies to achieve continuity along the line. In North Texas, the DART Red & Blue Lines Corridor TOD Study and ongoing Silver Line Corridor TOD Planning Study are excellent examples of planning at this scale.

Station Area Scale

Planning for TOD at the station area scale should aim to ensure that the ½-mile radius around a transit node contains a mix of uses and supports transit access and ridership. Planning at this scale should consider the existing neighborhoods since there are no one-size-fits-all solutions to TOD. Some neighborhoods may have good opportunities to grow neighborhood buying power through high-density, mixed-use development, while other neighborhoods may have more potential to take advantage of transit through street and roadway improvements. NCTCOG can partner with transit agencies and private entities to help fund station area improvements and access infrastructure.

Station area plans, while plentiful in the region, often do not result in actual developments. They should provide specific and clear implementation guidelines for the development of areas around high-capacity transit. Primary topics addressed in a station area plan include land-use, density, bike and pedestrian networks, public spaces, and urban design and streetscape elements. Station area plans can be implemented for all major stations in a region or focus on locations deemed highest priority or most suitable for the development of TOD.

Site Scale

Individual buildings and developments turn the principles of TOD into physical spaces for people. The design of streets and buildings can have a large impact on the types of transportation choices people make. When buildings are designed to take advantage of

walking and transit, with active ground-floor uses, they encourage increased walking, biking, and transit, and contribute to neighborhood vitality. When streets are designed to safely balance the needs of all users, it becomes easier for people to meet daily travel needs using transit. Public spaces can also provide important community gathering places and centers for the activity.

Individual buildings and developments turn the principles of TOD into physical reality. The design of streets and buildings can have a large impact on the types of transportation choices people make. When buildings are designed to take advantage of walking and transit with active ground-floor uses and high-quality materials, they encourage increased walking, biking, and transit, and contribute to neighborhood vitality. Public spaces, too, can provide important community gathering places and centers for the activity. NCTCOG has emphasized the importance of this design in their TOD Inventory evaluation.

Common Goals for TOD

In advancing TOD, transit agencies and local jurisdictions typically seek to achieve many of the following overarching goals:

- **Economic Accessibility** – Provide an appropriate balance of land uses to maximize access to housing, jobs, and other benefits that align with the priorities of the local community. Serve households of all income levels by linking housing affordability with access to opportunity.

- **Destination Oriented** – Establish station areas as destinations, most frequently as housing, job, or event destinations.

- **Value Creation and Value Capture** – Enhance the stability of agency's financial base by capturing the value of transit, and reinvesting in TOD programs to maximize TOD goals and objectives.

- **Reduce Traffic Congestion** – Facilitate easy connections between work, home, and play via transit to reduce traffic congestion and air pollution.

- **Sustainable Transportation** – Promote transit ridership and sustainable transportation modes through enhanced walkability and bikeability, and seamless transit connectivity.

Performance Indicators for TOD Effectiveness

Adopting performance indicators for TOD effectiveness supports intended TOD goals, such as increasing transit ridership, reducing congestion, and/or fostering walkable, mixed-use communities. Clear, measurable metrics allow TAs, jurisdictions, and NCTCOG to track progress, identify areas for improvement, and make data-driven decisions about future investments.

While many TOD projects share similarities, projects are never the same. Neighborhoods surrounding transit stations are unique in their characteristics and context. Because of this, an effective TOD in a suburban setting will, by nature, be different from an effective TOD in an urban area. In short, TOD should be tailored to the unique community in which it is situated.

The Transportation Research Board's National Cooperative Highway Research Program has identified a set of performance indicators that is applicable to these various types of TOD projects, broken down into five broad categories: travel behavior, economic investment, environmental impacts, built environment impacts, and social diversity/quality, represented in Figure 3. Intentionally selecting and leveraging performance indicators can help in the planning and evaluation of TOD effectiveness and be used to foster broader conversations around regional change.

Figure 3. Performance indicators for TOD

Category	Example Performance Indicators

Travel Behavior 	• Parking
	  • Number of parking spaces for shoppers or commuters
	  • Number of bicycle racks or lockers
	• Traffic flow
	  • Transit ridership
	  • Number of shuttle trips
	  • Vehicle miles traveled (SOV vs HOV)
	  • Miles of bicycle lanes
	  • Pedestrian activity

Economic Investment 	• Public Investment
	  • State-funded and federally-funded grants/loans
	  • Value of tax abatements
	  • Value of total public investment
	• Private Investment
	  • Square footage of new or rehabilitated office space
	  • Number of shops
	  • Value of private investment
	  • Value of new property tax generated
	• Housing
	  • New or rehabilitated housing units
	  • Value of private investment
	  • Value of new property tax generated
	  • Increase in property values
	  • Number of studio/one/two/three-bedroom units
	  • Number of units sold/rented
	  • Number of subsidized units sold/rented

Environmental Impacts 	• Air Quality
	  • Air pollution level
	  • Number of days of air quality conformance
	• Energy Use
	  • Consumer gasoline consumption

Built Environment Impacts 	• Design Quality
	  • Presence of pedestrian-orientation/human scale (e.g. sidewalk width benchmarks)
	• Pedestrian Friendliness
	  • Length of improved streetscape
	  • Number of improved intersections
	  • Acreage of brownfield property remediated
	  • Number of new/improved park areas
	• Land Use
	  • Square footage/number of mixed-used structures

Social Diversity/Quality 	• Social
	  • Number of new cultural institutions
	  • Crime rate
	  • Number of neighborhood associations
	  • Household diversity
	  • Increase in household disposable income
	  • Number of affordable housing units

Existing Jurisdiction TOD-Supportive Policies

To sample the current state of TOD and TOD-supportive policies among local jurisdictions in the North Texas region, the Transit 2.0 team conducted a review of seven TA-member cities with rail stations. Jurisdictions were selected for study based on the presence of existing TODs to sample the current status of TOD policies in TOD-supportive jurisdictions. The jurisdictions evaluated were the following:

- City of Dallas
- City of Fort Worth
- City of Plano
- City of Richardson
- City of Garland
- City of Lewisville
- City of Carrollton

In each case, the Transit 2.0 team reviewed whether TOD was explicitly prioritized in the jurisdiction's planning and policy documents—typically, in the most recent Comprehensive Plan—and determined whether the jurisdiction has proactively implemented TOD-specific or TOD-supportive ordinances in the form of zoning codes. A summary of this review is presented in Figure 4.

Figure 4. Review of TOD-supportive policies and ordinances in selected jurisdictions

Jurisdiction	Planning/Policy Document(s) Prioritizing TOD	TOD- Supportive Ordinance(s)
City of Dallas	2024 Comprehensive Plan: ForwardDallas2.0	TOD TIF District
City of Fort Worth	Fort Worth Comprehensive Plan • Chapter 11: Transportation	TOD-Supportive Zones • Planned Development Districts • Mixed Use/Form Based Zones (e.g. urban villages, urban residential, Near Southside)
City of Plano	Comprehensive Plan 2021: • Transit-Oriented Development Policy Silver Line Station Areas Plan	TOD-Supportive Zones • Urban Mixed-Use District (classified as non-residential)
City of Richardson	2024 Envision Richardson Comprehensive Plan	TOD-Supportive Zones • Planned Development District

Jurisdiction	Planning/Policy Document(s) Prioritizing TOD	TOD- Supportive Ordinance(s)
	• Transit Services and Transit-Oriented Development Action Item	• Mixed-Use District Example TOD-Specific Codes • Caruth Properties TOD code • Bush Central Station TOD code • Collins-Arapaho TOD code
City of Lewisville	Old Town TOD Master Plan	TOD-Supportive Zones • Old Town Mixed-Use 1 and 2 • Mixed Use
City of Carrollton	2003 City of Carrollton Comprehensive Plan (2007 Amendments) 2006 Destination Carrollton Brochure 2025 Downtown Master Plan (anticipated spring 2025)	TOD-Specific Zones • Transit Center (TC) Zoning District • Frankford Transit Center Zoning District • Trinity Mills Transit Center Zoning District Tax-Increment Reinvestment Zone (TIRZ)
State of Texas	Statewide Multimodal Transit Plan	n/a

Review of these policies and ordinances found that of this sample of transit-supportive jurisdictions, most have identified TOD as a core component of their citywide comprehensive plan or have prepared area-specific master plans. Carrollton has some of the most robust TOD-specific zones.

All jurisdictions reviewed also maintain a minimum of TOD-compatible zones, indicating a baseline openness to TOD. The City of Richardson and City of Lewisville both have developed TOD-specific codes or zones to facilitate more efficient development in areas prioritized for TOD. Jurisdictions in the North Texas region that are looking to incentivize TOD could look to these two jurisdictions as examples for TOD policies and ordinances.

Additional data on form-based codes, TIF districts, and station area plans across the region are included in Appendix A.

4. MPO Peer Benchmarking

As of 2023, there were 450 MPOs in the United States—by population, NCTCOG is the sixth largest in the country. MPOs are united in their goals to carry out metropolitan planning and allocate federal funds in urbanized areas, but beyond this, vary significantly in their size, jurisdictional authority, and political context. For example, in California MPOs distribute regional housing needs allocations, while in North Texas, NCTCOG is also a state-designated Council of Governments—though not all Texas MPOs hold this designation; many other variations exist across and within states.

Planning for TOD is a core aspect of NCTCOG's work, and NCTCOG is already a leader in this space. This section of this report benchmarks NCTCOG's TOD initiatives with three other MPOs across the country that are of similar size: The San Diego Association of Governments (SANDAG) in San Diego, CA, Atlanta Regional Commission (ARC) in Atlanta, Georgia, and the Metropolitan Council (Met Council) in the Twin Cities seven-county metropolitan area of Minnesota. This section pulls from interviews conducted with staff at each of the national MPOs and examines publicly available information regarding TOD planning, implementation, funding, and collaboration via a scan of MPO webpages.

NCTCOG

NCTCOG maintains a robust suite of TOD information that serves as a publicly-available inventory of data products, research, and planning studies for the North Texas region. The data products NCTCOG hosts include a spatially explicit inventory of developments within a half-mile of transit stations, as well as detailed fact sheets on zoning, land use, and demographics near each station in the DFW region. It also offers planning studies and best practices for its constituent jurisdictions, as well as a brochure summarizing the benefits and successes of TOD across North Texas.

NCTCOG has provided funding to its regional partners for TOD infrastructure and planning efforts through the Sustainable Development Funding Program, with the most recent round of funding being offered in 2018. NCTCOG also leads the Coordinated Land Use and Transportation Task Force, a forum for local governments to share best practices and lessons learned in support of TOD.

San Diego Association of Governments

Among MPOs nationally, SANDAG is one of the most powerful, in that it plans, develops, and constructs transit projects in San Diego County. This structure gives SANDAG a closer relationship with the transit agencies and transportation planning efforts than other MPOs may have with the transit agencies within their jurisdictions. SANDAG also enjoys greater control over distribution of resources than most MPOs nationally.

When it comes to TOD, SANDAG provides funding to local jurisdictions and transit authorities through two primary grant programs: its Smart Growth Incentive Program and Housing Acceleration Program.

The Smart Growth Incentive Program, funded via allocations from a 1988 voter-approved half-cent sales tax for transportation projects, has provided over $60 million for planning and capital projects since 2009. The program is geographically unconstrained, with all SANDAG jurisdictions eligible to apply under the call for projects. The program competitively awards funds for projects that "catalyze compact, mixed-use development focused around public transit and increase housing and transportation choices around the region."

The Housing Acceleration program is funded via state Regional Early Action and Planning Grants of 2019 and 2021 and directly supports local governments, developers, tribal nations, and transit agencies to develop policies that help accelerate housing production, prioritize infill development, and reduce vehicle miles traveled. Unique uses for these funds have included the establishment of an affordable housing trust fund in partnership with the San Diego Foundation and a local jurisdiction technical assistance program that provides direct consultant-led technical to support jurisdictions implement housing elements, prepare new housing legislation, and streamline permitting process for local housing development. A portion of the 2021 appropriations were set aside directly for the Blue Line Transit Oriented Development Study and associated station area planning.

Successful capacity building efforts for SANDAG have included developer roundtables and market sounding to better understand the types of incentives that work best for developers. Paired with individual 1:1s with these developers, SANDAG has gained valuable insights on the challenges developers face in infill areas and how to work with regional stakeholders to address them.

Much like North Texas, many cities in the San Diego region are not interested in increasing density or preferentially building near transit. A key difference, however, is the emphasis the State of California has recently put on increasing housing and density, a mandate that has made SANDAG's role much easier. Through these state funding programs as well as regional strategy documents like the Regional Plan, SANDAG is providing resources to help make housing and TOD more affordable and economically viable in infill areas.

Outside of SANDAG, San Diego County, the City of San Diego, and The Metropolitan Transit System (MTS), the transit agency for the greater San Diego area have pursued TOD zoning and developments on MTS and city-owned property. SANDAG has served as a convener and has provided associated technical assistance on an ad hoc basis.

Atlanta Regional Commission

Since 2000, much of the ARC's work to encourage TOD has been under its Livable Centers Initiative (LCI) grant program, funded via Surface Transportation Block Grant funds, which was initially created to help the region achieve air quality conformity by reducing vehicle miles traveled. At this time, most jurisdictions—and even the Metropolitan Atlanta Rapid Transit Authority (MARTA)—were uninterested in TOD but were interested in downtown revitalization and improvement of satellite job centers. By encouraging densification and placemaking through the use of these funds, LCI has helped revitalize suburban downtowns across the greater Atlanta region that are now evolving to consider TOD as transit networks expand. To date, LCI has awarded over $312 million to more than 130 communities within its jurisdiction and has allocated $600 million through 2050 for transportation projects.

Beyond grantmaking, the ARC has put a heavy emphasis on educational capacity-building. This has included the LINK program that takes regional leaders on field trips outside of the region to gain exposure to ideas and approaches for dealing with regional challenges, the Regional Leadership Institute to foster regional professional collaboration, and Model Atlanta Regional Commission for high school students to gain exposure to civic processes—among others. ARC sees these programs as a key tool in its toolbelt to build regional capacity and awareness for critical planning and civic concepts and, long-term, an engaged regional community.

Metropolitan Council (Twin Cities)

The Metropolitan Council (Met Council) is both an MPO and a regional government (including transit) agency that serves the Twin Cities area, with the jurisdiction to plan, construct, and operate transit and other public services in its seven-county area. Notably, Met Council also has the authority to ensure that a community's local comprehensive plan, including development and density goals, is consistent with the goals of its metropolitan system plans. Met Council can legally require a community to modify its local plan to assure conformance with the metropolitan system plans (Minnesota Statute 473.175).

In 2013, Met Council adopted a TOD Policy and maintains a robust Transit-Oriented Development Guide on its website, with significant resources available to its constituent counties and cities.

These resources are broken into fact sheets, case studies, and best practices on comprehensive & station area planning, land use regulations, public infrastructure planning, and redevelopment & economic development policies that support TOD.

Metro Council also offers direct funding to local cities under its TOD grant program, which supports capital costs for moderate- to higher-density projects located within walking distance of a transit stop or station. Eligible costs can include site preparation, utility work, and public realm improvements, while other Met Council grant programs support costs associated with site acquisition or construction. This program has been highly successful, and Met Council is considering ways to broaden its reach such that all infill projects—not just those near transit—can be awarded grants in the context of their own physical environment. Evaluation criteria considered for locations more distant from transit have included connections to regional trails, parks, and EV charging facilities, with a focus on multimodal connections. Technical assistance is provided to all interested jurisdictions, in partnership with the University of Minnesota.

Metro Transit, an operating division of Metro Council, offers a separate suite of TOD resources and funding opportunities. Metro Transit's TOD Office hosts tools and resources for developers, including a list of development opportunity sites on Metro Council land. Metro Transit, Metro Council's Housing and Redevelopment Authority, and Met Council's transportation, housing policy, and grant program planning groups hold

quarterly meetings as part of their TOD working group. The purpose of this working group is to facilitate regular conversation and identify areas for additional collaboration.

Beyond its own internal working group, Met Council has focused intensely on developing a TOD community of practice between local government staff members. By holding regular meetings, staff have been able to build effective peer networks to better understand best practices and key stakeholders.

Benchmarking: Lessons Learned

Key strategies employed by the benchmarked MPOs included funding for TOD and infill, alongside regional capacity-building programming. Key themes included the importance of state-level support for TOD and a broader focus on infill, rather than TOD alone. All three MPOs benchmarked have regular, recurring grant programs that support TOD implementation—not just planning. Likewise, all three MPOs provide some level of capacity-building for local jurisdictions, either through direct technical support in the case of SANDAG, or through broader regional training and convening as is the case with the ARC and Met Council. Both SANDAG and Met Council have demonstrated how critical state-level buy-in is to the success of housing, density, and TOD-specific efforts in that they have been given authority to enforce either state policy or their own regional policies. All three MPOs support TOD but are more explicitly focused on reducing vehicle miles traveled through infill development, which may or may not occur adjacent to existing transit stops or stations.

In comparison to these three peer MPOs, NCTCOG provides a strong selection of TOD resources, demonstrating its leadership regionally and nationally as a TOD expert and champion. Core resources include the interactive TOD map, funding for TOD sites, and its role as a regional convener through the Coordinated Land Use and Transportation Task Force. To enhance its resources available to North Texas jurisdictions and TAs, NCTCOG should build on the success of the many station area plans that have already been prepared by increasing its discretionary grant funding for TOD to help move projects from the planning phase to implementation—especially as so many station area plans for regional rail stations have already been prepared. NCTCOG should also consider supplementing its Coordinated Land Use and Transportation task force with additional training opportunities for TOD, likely in collaboration NCTCOG' Environment and Development department. While NCTCOG already maintains a robust legislative program, these case studies underscore the importance of NCTCOG's continued efforts

to support additional funding for transit and transit-supportive legislation. These concepts are built out in greater detail in the NCTCOG-Led Strategies section of this report.

5. Recommended Strategies to Increase TOD and Infill Development

There are a number of strategies that jurisdictions, TAs, and NCTCOG should consider to increase TOD in North Texas. These strategies, individually and in combination, can help generate economic development and economic activity, reduce congestion and greenhouse gas emissions, and encourage transit ridership.

Jurisdiction-Led Strategies

The Transit 2.0 team has proposed eight strategies that jurisdictions could undertake to increase TOD and infill development. While these can be selected from this list individually or in combination, strategies are likely to be most effective when undertaken as part of a cohesive regional effort to incentivize infill and TOD.

J1. Proactively rezone for TOD and infill development

A study by NCTCOG of DART's Red and Blue Line TODs found that 62% of the zoning in those corridors did not support TOD. This was often due to zoning that prohibited density, mix of land uses, or has large building setbacks which place auto-oriented site design over walkable property design. Zoning requirements that have these characteristics can limit the variability of uses around potential TOD sites, in turn limiting the feasibility of TOD. Similarly, parking regulations, like parking minimums for new development, commit significant land and infrastructure space and costs, slowing the development process and disincentivizing transit-supportive density.

Jurisdictions can fix this problem by aligning transportation planning and land use planning in areas that are ripe for TOD by proactively rezoning areas for TOD and infill development to remove these barriers. Zoning in areas where TOD is desirable should include increased density and height limits, reduced or eliminated parking minimums, and

CASE STUDY: FORM-BASED MIXED ZONING IN FORT WORTH

For decades, zoning regulations, street design requirements, and other development standards hindered urban design and redevelopment goals for Near Southside Fort Worth. To combat this, the City of Fort Worth adopted a form-based mixed-use (MU) zoning classification and in 2008, enacted the Near Southside Standards and Guidelines, a form-based development code that "promotes urban, pedestrian-oriented, mixed-use development that complements the district's historic character and advances goals for the area set forth in both the City's Comprehensive Plan." According to Near Southside, Inc, "In addition to development standards for buildings and associated improvements, the code includes context-sensitive street standards that help create streets that are walkable and bike-friendly while still moving automobiles and transit vehicles efficiently."

flexibility for mixed use development. Many jurisdictions along existing transit routes have transit-supportive zones, but many zones do not incentivize the kind of density that truly makes TOD thrive.

Rezoning can include implementation of form based codes that, according to the Form-Based Codes Institute (now the Center for Zoning Solutions), foster "predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle" or planned development overlays that similarly create unique zoning for any given site. Of the 21 cities in the region that are TA members, 10 have already adopted form-based codes in at least one area of the community (Appendix A), though not at all stations. Additional non-TA member jurisdictions in North Texas have adopted form based codes for other reasons, including Duncanville, Keller, Mesquite, and Roanoke.

BEST PRACTICE: REZONING FOR TOD IN SEATTLE

The City of Seattle, Washington implemented station area planning around planned light rail stops. For example, in anticipation of light rail construction, the city designated the area near Northgate Mall as an "urban village" in 1993, identifying it as a prime location for TOD. In 2007, Seattle rezoned the area to support increased height limits of up to 125 feet, facilitating higher-density, mixed-use development near the transit station. This strategic rezoning led to the development of projects like Thornton Place, a mixed-use complex featuring condominiums, apartments (including affordable units), retail space, and a movie theater that was built on one of the mall's surface parking lots. The project also includes a community park and a daylit section of Thornton Creek, enhancing the area's appeal. By aligning zoning regulations with transit planning, Seattle successfully created a vibrant, transit-supportive community that encourages public transit use and reduces reliance on automobiles.

Proactive rezoning makes it easier and less costly for developers to choose to develop in infill areas by eliminating regulatory hurdles and creating a predictable framework for development. It can accomplish the following:

- Reduce uncertainty: When areas are already zoned for higher densities, mixed-use development, or transit-oriented uses, developers don't have to go through lengthy and uncertain rezoning or variance processes. This saves time and reduces risks, making projects more financially viable.

- Streamline approvals: Proactive rezoning aligns zoning codes with desired development outcomes, allowing projects to move forward without needing

additional approvals. By establishing clear, transit-supportive zoning regulations upfront, jurisdictions can expedite permitting and reduce delays.

- Lower costs: By removing requirements such as parking minimums or by increasing allowable densities, jurisdictions reduce the required financial burden on developers to design amenities the market may not need. Parking infrastructure, for example, is expensive to build and often unnecessary in transit-accessible locations.

- Highlights demand: Proactive rezoning demonstrates local governments' commitment to TOD and in-fill development, encouraging developers to invest in these areas. The clear message of support fosters confidence and attracts private investment.

- Streamline access to incentives: Rezoning can be coupled with financial or regulatory incentives, such as density bonuses, tax abatements, or infrastructure improvements, making development even more attractive and feasible.

The City of Dallas is moving in this direction with its adoption of ForwardDallas2.0, its comprehensive plan. The plan includes an identified land use theme of "Transit Oriented Development + Connectivity" and action steps to "prioritize appropriate increased density and zoning around DART stations," "right-size and reduce parking regulations," "explore potential development-code amendments that would further incentivize…density bonuses if affordable housing is provided," and "explore creating a TOD-overlay zone."

Many of the existing TODs in North Texas are not maximizing density. Strategies to upzone existing three- and four-story apartments should be evaluated in the region to maximize density around rail stations.

J2. Streamline development processes for TOD

Streamlining development processes for multiuse projects in infill areas is critical for encouraging private investment and accelerating TOD. Multiuse projects often face additional complexities compared to single-use developments, such as navigating multiple zoning requirements, coordinating between agencies, or meeting varying design standards for residential, commercial, and public spaces within the same project.

BEST PRACTICE: EXPEDITED PERMITTING FOR AFFORDABLE HOUSING IN SAN DIEGO

The City of San Diego's Affordable, In-Fill Housing and Sustainable Buildings Expedite Program provides expedited processing for mixed-use projects with at least 10 percent of units offered at an affordable rate. The program provides access to specialized city staff, shorter staff review times, and priority on public hearings. Participating projects are generally processed in half the time of a typical project. This reduces approval times and makes these developments more appealing to developers. By eliminating unnecessary red tape and providing targeted support, jurisdictions can reduce costs, minimize delays, and create a more predictable environment for multiuse projects, ultimately encouraging vibrant, transit-supportive communities in infill areas.

Local jurisdictions can simplify these processes by establishing clear and consistent guidelines tailored to infill development and designed to incentivize increased density projects through expedited permitting pathways or designated dedicated staff or departments to support multiuse projects.

J3. Expand developer incentives for TOD

Expanding developer incentives for infill projects that prioritize walkable and human-centered spaces can significantly boost their appeal and feasibility. Incentives used in North Texas include density bonuses, tax abatements, fee waivers, or grants for projects that incorporate features like pedestrian-friendly streetscapes, public plazas, and green infrastructure. These elements not only enhance the quality of life for residents but also align with broader goals of reducing car dependency and increasing transit ridership. By lowering costs and rewarding thoughtful, people-centered design, these incentives encourage developers to invest in projects that create vibrant, walkable communities, ultimately supporting regional sustainability and economic growth.

J4. Expand Public Private Partnerships and Tax Increment Financing Districts

Public-private partnerships (P3s), which can leverage private sector investment to achieve public policy goals, may be useful tools through which jurisdictions can

encourage TOD. One of the most effective mechanisms for encouraging P3 is the use of land-based Requests for Proposals (RFPs), where jurisdictions solicit development proposals for publicly owned land near rail stations. By structuring these RFPs to prioritize mixed-use, walkable, and transit-supportive projects, jurisdictions can solicit new development that aligns with TOD principles. These agreements can also include provisions for affordable housing, sustainable design, or public space enhancements, helping to maximize the community benefits of TOD while reducing the financial burden on public agencies.

Another valuable tool is Chapter 380 of the Local Government Code, which "authorizes municipalities to offer loans and grants of city funds or services at little or no cost to promote state and local economic development and to stimulate business and commercial activity." In the context of TOD, Chapter 380 agreements can be used to offset the higher costs of infill development, making projects near transit stations more financially viable. Cities can use these agreements to fund site preparation, improve pedestrian and bike connections, or provide tax rebates to developers who commit to TOD-friendly projects.

The Federal Highway Administration (FHWA) defines Tax Increment Financing (TIF) as "a value capture revenue tool that uses taxes on future gains in real estate values to pay for new infrastructure improvements." Tax Increment Reinvestment Zones (TIRZ) represent the real property that is taxed to fund a tax increment fund. TIF districts create funding for public and private projects by borrowing against the anticipated future increase in property-tax revenues generated within the district. These are most effective when a planned infrastructure improvement, such as the construction of a new rail line, enhances the value of existing properties and encourages new development in the area. TIF districts are typically established for finite periods, typically 20 to 25 years, during which all incremental real estate tax revenues above the base rate at the time the district is established flow into the TIF.

TIF districts have already been leveraged around at least one station in all jurisdictions with existing rail stations in North Texas (Appendix A). None of the six TA member jurisdictions without rail have yet implemented TIF districts. For example, Dallas established a TOD TIF district in 2009 that includes sub-districts along the DART Red and Blue lines. These sub districts include the Lovers Lane DART station, Mockingbird Station, Cedar Crest area, and Lancaster Corridor through central Oak Cliff. The TIF is in place

through the end of 2038. As of FY 2023, real property values in Dallas' TOD TIF have increased 319% since inception. Funds have been used to support projects like the Lancaster Urban Village Project, the SMU Boulevard Streetscape and Trail Extension Project, and Mockingbird Station East mixed-income TOD project, among others, totaling over $40 million in investments.

Multijurisdictional TIF Districts

Transportation facilities and services can create benefits and impact land values at all geographic levels, from the immediate vicinity surrounding an investment to a multi-city region depending on the scope, scale, and location of the infrastructure. For transit, which often crosses jurisdictional boundaries, TIF districts can be established that span multiple jurisdictions. These multi-jurisdictional TIF districts have a role when significant development in one jurisdiction places infrastructure costs on an adjacent jurisdiction, or when developers locate an infrastructure investment beyond a jurisdictional border to reduce their costs. By forming an interagency overlay district that collects revenue from a multi-jurisdictional benefit area, these issues are preempted and all impacted jurisdictions can benefit from TIF district revenue. According to the FHWA, there are five basic steps to creating a multi-jurisdictional TIF district:

CASE STUDY: TRINITY MILLS URBAN VILLAGE

Trinity Mills Urban Village, at Trinity Mills Station in Carrollton will be North Texas' largest publicly owned transit-oriented development site. Part of a Tax Increment Reinvestment Zone (TIRZ) district established by the City of Carrollton, 65% of tax revenue increases in the zone will be used to fund infrastructure improvements. The 25-acre site, which includes parcels owned by the City of Carrollton and DART, is a public-private partnership between the two agencies and two real estate developers. The master-planned development will include residential, office, and retail space and a three-acre park. Carrollton hopes the site will eventually become a 300-acre hub.

1. Identify benefit areas empirically through a market analysis.

2. Communicate the "business case" for the proposed investment and value capture implementation to stakeholder agencies and jurisdictions.

3. Build support for the concept of value capture based on equity, fiscal sustainability, growth management, and environmental benefits.

4. Cooperate with participating agencies and jurisdictions to establish the geographical boundaries that best reflect the true benefit areas.

5. Formalize the boundaries as part of a multi-lateral legal agreement that will govern the value capture implementation.

While there are not currently any multi-jurisdictional TIF districts in North Texas, the region is well-positioned to benefit from this concept due to the interconnected nature of the metropolitan region and its rapid growth across many cities and multiple counties. For example, University Park, a DART member jurisdiction, does not have a light rail station, however it benefits from its close proximity to Mockingbird Station and Lovers Lane Station, and could be well-situated for a multijurisdictional TIF district.

With all three TAs operating and maintaining transit corridors that span several jurisdictions, the economic benefits of transit improvements are dispersed. Establishing multijurisdictional TIF districts could allow North Texas communities to pool resources and equitably distribute the financial gains generated by transit investments and connectivity.

Regardless of the tool used, from P3s to land-based RFPs and TIF districts, many of the existing TODs in North Texas are not maximizing density. Jurisdictions should upzone existing three- and four-story apartments to maximize density around rail stations and the investment they put into the strategies proposed here.

J5. Leverage local stakeholders and relevant organizations to build TOD support

Supportive local stakeholders, including residents, business owners, and civic leaders, and TOD advocates like the Urban Land Institute, Dallas Housing Coalition, Community Design Fort Worth, and Near Southside Fort Worth can serve as platforms to educate the public on the benefits of TOD, including increased economic opportunities, improved transit access, and enhanced quality of life. By involving the community in a structured and collaborative way, local committees

CASE STUDY: POLITICAL SUPPORT LED TO GRAPEVINE'S SUCCESS

The City of Grapevine's Main Station TOD frequently came up in interviews conducted by the Transit 2.0 team as a highly successful and compelling TOD model. However, many interviewees also noted the instrumental role that long-time Grapevine Mayor William Tate played as a champion for TOD. Grapevine's success, in many ways, can be attributed to Mayor Tate's and the Grapevine City Council's commitment to making downtown Grapevine a regional destination centered on TEXRail.

can help dispel misconceptions, build consensus, and create momentum for successful infill development projects.

The Fort Worth Committee on Urban Rail, established in May 2024 as a partnership between Trinity Metro and the City of Fort Worth, is one such committee that is active in the region and considering transit challenges. Comprised of business, tourism, and transportation leaders within Fort Worth, the Committee will explore the possibility of developing a fixed rail system designed to move people between the entertainment districts in Fort Worth, including potential ridership, costs, and funding. While not focused on TOD, this committee is an example of regional collaboration in the interest of transit.

J6. Improve public space adjacent to transit stations through placemaking and economic development

Improving the quality and connectivity of transit-adjacent public spaces is essential for creating vibrant, transit-oriented communities. Well-designed public spaces—such as plazas, parks, or pedestrian-friendly streetscapes—enhance the overall transit experience by encouraging social interaction, increasing perceptions of security, and making transit stations more physically comfortable potential riders. People are taking transit to go somewhere, and jurisdictions should consider how that "somewhere" feels at a human scale. Economic development strategies, such as encouraging local businesses to establish themselves adjacent to transit, can activate an area and generate foot traffic.

CASE STUDY: GARLAND DOWNTOWN SQUARE

The City of Garland invested in placemaking at its underutilized town square. Now, Garland Downtown Park has a multi-use performance venue, bustling seating and play area, and custom lighting that creates an inviting, engaging space for exploration. This type of transformation activates public spaces and, less than a 10-minute walk from Downtown Garland Station, helps Garland encourage a more transit-oriented and pedestrian-friendly community.

Placemaking efforts, like public art installations, enhanced lighting, enhanced shade structures, comfortable seating, and ensuring accessibility, can further enhance the quality of public spaces—including transit—so that it is comfortable and welcoming for all.

This recommendation is closely related to recommendation T6. *Invest in elements of mobility hubs at key transit stations*.

J7. Develop or update TOD plans

Developing dedicated infill and TOD plans provides local jurisdictions with a clear roadmap to guide growth in a way that supports transit, maximizes land use, and aligns with broader community goals. These plans should identify strategic locations for infill and TOD, outline specific goals for density, land use mix, and design standards, and detail the infrastructure improvements and policies needed to support development. Engaging stakeholders in the planning process ensures the plans reflect community needs and priorities while fostering buy-in for future projects.

51 of the 89 rail stations in the North Texas region have published station area plans, of which 46 are incorporated in a corridor plan (Appendix A). An excellent local example of station area plans is the City of Lewisville's Old Town TOD Master Plan, which was developed in 2010 and updated in both 2017 and 2023. The master plan is built to promote accessibility from Old Town to the Old Town Station while creating an "environment where residents can live, work, and play without sole reliance on a vehicle." Throughout the development and iterations of this plan, Lewisville engaged the community, developed a clear vision for its aspirations, and highlighted areas where there are development opportunities, signaling demand to potential developers.

NCTCOG has played a significant role in the early development of TOD plans by sponsoring station-specific and larger regional plans. This is supported by NCTCOG's TOD fact sheets that provide a quick overview of the "demographic, transit service, planning, development data, and existing and planned pedestrian and bicycle facilities within a half-mile distance of each light rail and commuter rail station in the DFW region." The data generated through NCTCOG's TOD plans provide a critical foundation for jurisdictions to build upon as they seek investment in TOD and infill areas.

CASE STUDY: SILVER LINE STATION AREAS PLANS

The City of Plano prepared the Silver Line Station Areas Plan to maximize development opportunities at two future Silver Line stops within its jurisdiction. By pre-positioning these areas with proposed development types, recommendations, and strategies for land use, transportation, character, and open space, Plano is fast-tracking these locations for future investment that will fall in line with the City's vision. This type of proactive planning is a useful example for regional prioritization of future growth.

J8. Improve first mile/last mile connectivity to transit stations

CASE STUDY: CULVER CITY, CA DOWNTOWN CIRCULATOR

Culver City, California operates a $1 per ride downtown circulator bus that connects residents and visitors to key destinations, including the LA Metro E-Line, a light rail that provides connectivity to much of the rest of the Los Angeles area. This circulator, which operates every 15 to 20 minutes, provides critical first mile/last mile connectivity to make transit access even easier.

Many potential transit users are deterred by the inconvenience of getting to and from transit stations, especially in suburban or less dense areas where walking or biking may not be practical. By investing in solutions like enhanced pedestrian and bicycle pathways and routes, micro-mobility options, bike-sharing programs, or city-sponsored shuttle or circulator services—key elements of effective TOD—jurisdictions can bridge this gap and make transit more accessible and attractive to a larger population. Because these types of improvements are permitted and controlled by jurisdictions, it is jurisdictions who must take on the leadership to encourage, permit, and in, certain cases, construct these facility improvements on and off TA properties. Jurisdictions can focus on neighborhood sidewalk plans and cycling networks in their right of way around stations.

CASE STUDY: AUTONOMOUS SHUTTLES PROVIDE FIRST/LAST MILE CONNECTIVITY IN FLORIDA

Autonomous vehicle technology is poised to provide new and innovative opportunities to improve first mile/last mile connectivity. Autonomous shuttles, which can be run as circulators or as on-demand microtransit, are a promising option for areas where human-operated circulators are cost-prohibitive. The Pinellas Suncoast Transit Agency in the City of St. Petersburg, Florida, piloted this technology in 2020 and 2021, and technology mobility companies like Beep and May Mobility are rapidly working on solutions in this space. Jurisdictions in North Texas should stay apprised of opportunities to implement these innovative first mile/last mile mobility options in rural and urban contexts alike.

Since 2003, NCTOCG has coordinated with jurisdictions to study active transportation routes to light rail and commuter rail stations in the region through its Routes to Rail Stations program. The purpose of these studies is to provide a resource for cities, transit agencies, property owners, and individuals to understand the active transportation options (walking and biking) as well as the gaps in the existing active transportation network to reach each passenger rail station in the DFW region. The studies also outline a framework for future investments in infrastructure needed to improve walking and bicycling access to these stations. Jurisdictions can leverage the resultant data products

to both create messaging for residents on transit accessibility and to prioritize routes for targeted investments to improve connectivity.

This recommendation is cross-listed with TA-led strategy T2, of the same name.

TA-Led Strategies

TAs are focused on providing a frequent, reliable, and secure experience for their riders, so TOD is not always a top priority. The Transit 2.0 team has proposed five strategies that TAS could undertake, individually or in combination, to increase TOD and infill development.

T1. Establish and publish clear, streamlined policies and procedures for joint development on TA-owned property

According to the FTA, joint development is a collaboration between a transit agency and one or more partners to build transit oriented development while improving the transit system. TAs typically provide funds or property and share the costs of transit improvements and the revenue from real estate developments. As more people live, work, or shop in the development, TAs may benefit from increased ridership and farebox revenue.

CASE STUDY: JOINT DEVELOPMENT IN LOS ANGELES, CA

LA Metro's Joint Development Policy is a model for leveraging transit agency-owned properties to foster TOD. A notable example is LA Metro's North Hollywood Station joint development project, its largest-ever joint development initiative that will transform a surface parking lot into a thriving urban village featuring housing, retail, office space, and public amenities, all within walking distance of the Metro B Line. It will include over 1,400 residential units, with a significant portion designated as affordable housing, and prioritizes pedestrian and bicycle connectivity to the transit hub. By integrating public spaces and community-serving uses, the NoHo project exemplifies how Metro's policy advances development while enhancing the overall transit experience.

Multiple models for joint development exist; in some cases, TAs may partner with developers to lease property owned by the TA near a transit station to build office space or residential units, while in other cases joint development can take the form of the coordinated construction of an underground transit station and a mixed-use development above within the air rights.

At present, DART is the only TA that has published joint development policies. Ambiguity in expectations, approval timelines, or development standards can deter developers from pursuing projects, particularly on TA properties that may involve unique requirements or constraints. By establishing transparent guidelines that outline a TA's

criteria for land use, density, design, public-private partnership frameworks, and approval processes, DART can enhance and DCTA and Trinity Metro can create a predictable environment that encourages high-quality development. Such clarity reduces uncertainty, expedites project timelines, and ensures that developments align with the TA's goals for transit-supportive, community-focused land use. At least one developer interviewed by the Transit 2.0 team indicated that they wished there was more clarity from the TAs on site development goals.

Releasing Requests for Information (RFIs) to developers is an effective strategy for TAs to gauge interest and gather innovative concepts for joint development of TA-owned properties. RFIs create opportunities for developers to propose creative solutions for sites that align with TOD goals, offering insights into market demand and potential partnerships. By soliciting information based on performance goals rather than through strict requirements, TAs can gather a broad range of ideas and better understand what kinds of development strategies can maximize ridership, enhance community value, and support long-term transit sustainability in a way that will be supported by the market.

To ensure successful outcomes, TAs should collaborate closely with jurisdictions as they scope RFIs and review proposals to identify opportunities that align with both transit and community goals. This collaborative approach ensures that proposed developments integrate seamlessly with existing plans and leverage the economic development tools available at the municipal level.

Unsolicited Proposals Policy

DCTA and Trinity Metro should also consider developing an unsolicited proposal policy; DART is the only TA that has already published such a policy.

An unsolicited proposal is a written application for a new or innovative idea to a government agency that is not a response to a formal solicitation. These proposals typically seek to obtain a government contract to pursue the concept, but when compared to traditional procurements, risk perceptions of favoritism or unfairness. Agencies can develop and approve a formal unsolicited proposal policy to maintain transparency and fairness and create opportunities to benefit from private-sector expertise and innovation.

An unsolicited proposal policy creates a clear framework for developers to submit ideas that align with a TA's TOD goals, harnessing private-sector expertise and interest when

the time is right for developers. A robust policy should outline submission requirements, evaluation criteria, and timelines, ensuring proposals meet key objectives such as increasing density, promoting multimodal connectivity, and supporting sustainable development. DART publicly publishes factsheets demonstrating many of these characteristics for each of its rail stations to help encourage additional investment.

CASE STUDY: UNSOLICITED PROPOSALS LEAD TO NEW TOD IN WASHINGTON, DC

The Washington Metropolitan Area Transit Authority (WMATA) typically will use an open competition to solicit proposals for development on its Joint Development sites. However, WMATA also maintains an unsolicited proposal policy, and in defined cases, accepts unsolicited proposals for developments. The cases in which WMATA will accept unsolicited proposals include:

1. When the offers come from occupying ground lessees

2. When there are land assemblage opportunities from adjacent property owners that would help create higher density TOD, and

3. When the proposals come from jurisdictional partners.

A recent example of this policy in practice was an unsolicited proposal from a landowner adjacent to WMATA's Twinbrook Metro Station. The landowner submitted a proposal to purchase 1.2 acres of WMATA-owned land to construct a mixed-use development. Following the receipt of the unsolicited proposal, WMATA negotiated a joint development agreement that was executed in July 2024.

T2. Improve first mile/last mile connectivity to transit stations

TAs can lead efforts to integrate transit hubs with complementary mobility solutions via mobility hubs. Mobility hubs integrate multiple modes of transportation including transit services, bike-share, e-scooters, rideshare pick-up/drop-off, and car-share, to create seamless connections for travelers. These hubs also frequently include placemaking and amenities like secure bike parking, electric vehicle (EV) charging stations, real-time travel information, public art, and retail or co-working spaces to improve the overall user experience and to create spaces that people want to be. DART has published mobility hub guidelines that broadly follow these best practices. All three TAs should work with developers and jurisdictions to target shared investment for mobility hubs that meet community needs and enhance transit connectivity.

Additionally, TAs can invest in pedestrian and bicycle infrastructure within and around stations, such as improved sidewalks, bike lanes, and secure parking facilities, to encourage non-motorized access to transit. These improvements require close collaboration with local jurisdictions to permit and construct, particularly for facilities not

on TA properties. On TA property and right-of-way, TAs should focus on improvements for convenient pedestrian access. For example, the DART Red and Blue Lines Corridor TOD Study found in its analysis of first/last mile needs that many park and ride lots and station kiss and rides lacked sidewalks placed where pedestrians traveled through DART property to the neighborhood.

This recommendation is cross-listed with jurisdiction-led strategy J8, of the same name.

CASE STUDY: MPO AND TA PARTNERSHIP FOR FIRST/LAST MILE CONNECTIVITY IN LOS ANGELES

In the Los Angeles Region, Los Angeles Metro and the Southern California Association of Governments (SCAG), the MPO for the Southern California region, teamed up to prepare a First/Last Mile Strategic Plan & Planning Guidelines to improve access around transit stations and stops. The plan provides a toolbox for localities to build support and resources for developing active transportation infrastructure like sidewalks, protected bike lanes, and clear signage directing users to regional transit hubs.

T3. Leverage interlocal agreements to expand collaboration with jurisdictions on strategies for integrating rail stations with community amenities

TAs should expand interlocal agreements with jurisdictions to coordinate resources and share responsibilities that align with priorities for land use and transit planning. Interlocal agreements are a standard formal framework for governmental units to cooperate and contract with one another. These agreements can outline shared goals for TOD, clarify roles and responsibilities, and formalize processes for joint investments in infrastructure, first/last mile solutions, or public-private partnerships.

Beyond interlocal agreements, collaboration between TAs and local jurisdictions is essential to create vibrant TOD hubs and improve the overall transit experience. TAs should expand collaboration with jurisdictions to align station design with local priorities, such as incorporating retail spaces, green areas, affordable housing, and public gathering spaces around stations. For example, TAs could sponsor area plans with cities. This coordination in land use planning, infrastructure investments, and community input can help TAs and jurisdictions ensure that stations serve as accessible, multi-functional spaces that attract residents, businesses, and visitors, while reinforcing the role of transit as a central element of urban life.

T4. Financially incentivize development on TA-owned property

Providing financial incentives to developers interested in developing on TA-owned property can unlock the potential of these sites for TOD. TAs can offer incentives such as reduced land lease rates or grants to offset the higher costs often associated with infill development, particularly on sites that require additional infrastructure or environmental remediation. TAs may also structure the terms of sale or lease of property such that up front costs to developers are lower, spreading the lease or purchase payments over time.

In cases where TAs provided sale or lease discounts, the Federal Transit Administration requires that transit agencies receive a fair share of revenue from a land sale or lease to ensure funds are used for public transportation purposes. This is a best practice whether federal funds are utilized for joint development or not—TAs should only discount the sale or lease of property at a fair rate as determined by their board and as makes sense to encourage transit ridership. When crafting joint development agreements, TAs should work closely with jurisdictions (see recommendation J3. *Expand developer incentives for infill projects that enhance walkable and human-centered spaces*) and NCTCOG (recommendation N7. *Provide funding for TA-led TOD efforts*) to produce a compelling package that may source incentives from multiple entities. As transit sales tax payment value continues to be discussed by DART member jurisdictions, TA funding to support TOD could be offered or leveraged to support goals for both the TA and jurisdiction. The inset case study on DART's favorable terms to incentivize TOD demonstrates that cities have much higher capacity to offer incentives than TAs.

CASE STUDY: FAVORABLE TERMS FROM DART TO INCENTIVIZE TOD

DART's TOD policy outlines its commitment to promoting quality TOD to enhance quality of life, attract riders, and generate economic opportunities. A recent September 2024 interlocal agreement between DART and the City of Garland put this commitment into practice for a Master Ground Lease for implementation of a TOD at the Lake Ray Hubbard Transit Center. This builds upon a 2021 MOU between Garland and DART to collaborate on the creation of the TOD and will convert an underutilized DART parking lot into a vibrant mixed-used development. The Garland TOD follows the same model as two 2021 TOD interlocal agreements between DART and the Town of Addison and the City of Richardson. Principal terms for a ground lease of DART's property to Garland include a 49-year initial term with two 25-year extensions, which Garland will then sublease to the selected developer. These negotiated terms are designed to be mutually beneficial, encouraging private investment while ensuring that developments support DART's transit-oriented objectives.

T5. Hire TOD staff to coordinate efforts between the TA, developers, and local jurisdictions (DCTA and Trinity Metro)

Maintaining a staff person whose role is, at least in part, to facilitate coordination of development efforts between stakeholders, can streamline the process of transforming underutilized TA-owned properties into thriving, transit-supportive communities. This role would serve as a central point of contact to facilitate communication between stakeholders, navigate regulatory requirements, and ensure alignment between transit planning and development goals. A TOD specialist could also identify opportunities to integrate local and regional policies with the TA's strategic objectives, reducing delays caused by misaligned priorities or unclear roles.

Of the three TAs, only DART currently maintains economic development staff who serve in this capacity, and has indicated they would like to be able to staff a larger team, if funding allowed. DCTA and Trinity Metro should dedicate at least a portion of a staff member's time, if not more, to this effort to help spur development at their respective five and eight stations.

NCTCOG-Led Strategies

The Transit 2.0 team has proposed six strategies that NCTCOG could undertake, individually or in combination, to increase TOD and infill development.

N1. Incentivize jurisdictions to proactively rezone infill areas

NCTCOG can offer financial incentives or support to jurisdictions that take the initiative to rezone underutilized land near transit hubs. This can take the form of technical assistance, funding for planning studies, or even performance-based grants tied to the successful rezoning of targeted infill sites. Conducting market sounding with regional developers, similar to what SANDAG has done through its developer roundtables, would help NCTCOG inform key rezoning efforts that would be most impactful.

NCTCOG could collaborate with jurisdictions to implement a "Rezoning for TOD" program, where jurisdictions that amend their existing zoning codes to allow for higher density or mixed-use development near transit stations receive financial support from NCTCOG's discretionary funding sources. This may involve adjustments to existing form-based codes or planned development overlays to make changes like increasing allowed density or reducing parking minimums beyond what is currently approved. By making proactive rezoning easier and by providing financial or technical incentives to do so,

NCTCOG can foster a more coordinated and consistent approach to TOD across the region, leading to enhanced connectivity, increased ridership, and vibrant communities that maximize the potential of existing transit infrastructure.

On a small scale, NCTCOG's Metropolitan Transportation Plan policy bundle ties Transportation Development Credits through a similar incentive structure, however the majority of discretionary funding is not impacted by this. NCTCOG can expand these efforts to continue to drive investment in key areas like rezoning.

N2. Educate elected officials on the benefits of TOD and infill development

Elected officials have significant influence on zoning decisions and funding allocations. Without local political support, projects cannot advance. For this reason, it is critical that elected officials understand the benefits of TOD and infill development so they can become champions for implementation.

CASE STUDY: CITY OF LEWISVILLE SUPPORTS CITY COUNCIL EDUCATION

To advance TOD goals, the City of Lewisville regularly recommends that City Council members attend planning conferences so elected officials can stay apprised of best practices in the planning space.

The North Texas region already has active forums that contend with land use issues like TOD, including the Tarrant Regional Transportation Coalition and Transit Coalition of North Texas. For TOD practitioners, NCTCOG's Coordinated Land Use/Transportation Task Force and, on a national Level, the Urban Land Institute's TOD Placemaking Development Council are also active. These forums and others should be maximized to build awareness of regional TOD success stories, particularly among elected officials. As the decisionmakers who set policy for local and regional development, elected officials are a key constituent group that NCTCOG should prioritize to educate on the benefits of TOD for the region.

Tours to regional TOD success sites like Mockingbird Station, Grapevine, CityLine, Trinity Mills, and more—once or twice annually to foster ongoing discussions—can be transformative opportunities for regional leaders to see firsthand that these types of denser, human-centered developments are highly compelling and desirable places to live, work, and play. Thinking beyond the region, elected officials can also benefit from being exposed to successful projects in other, analogous regions, as ARC does by taking its regional board members on tours in regions outside of the southeast. To foster robust conversations and ensure diverse perspectives, it is critical that convenings

include land use, urban planning, finance, and economic development professionals across sectors.

N3. Increase training for public-sector economic development professionals on TOD

NCTCOG does an excellent job of convening elected officials across the NCTCOG region, as well as staff through its Coordinated Land Use and Transportation Planning Task Force. However, few opportunities exist to bring TA and jurisdiction staff together to share knowledge and expertise, similar to some of the capacity-building efforts that the ARC and Met Council have conducted in their regions. Creating training for TA and jurisdiction staff in the areas of planning and economic development would help the region align on TOD strategies, share best practices, and address barriers to development. By meeting regularly on an annual or more frequent basis, these subject matter experts will be able to identify opportunities to streamline processes, coordinate funding strategies, and ensure development efforts align with inter-jurisdictional goals. This should be paired with a new round of outreach to TAs and jurisdictions to increase awareness of the Coordinated Land Use and Transportation Planning Task Force, as many staff interviewed for this report were unaware of it as a resource.

CASE STUDY: NCTCOG's COORDINATED LAND USE/TRANSPORTATION TASK FORCE

NCTCOG's Coordinated Land Use/Transportation Task Force, "is a forum for North Texas local governments to discuss best practices around coordinating land use and transportation plans, policies, and projects." Task Force meetings focus on the influence land use has on transportation system performance and how transportation practices shape the development and design of land uses, with the goal of fostering information sharing and best practices across the region. This Task Force is already providing a space for convening jurisdictions and can be scaled up to provide tours and additional opportunities for sharing of TOD advancements and best practices.

N4. Increase advocacy for expanded state and federal funding for transit, TOD, and for greater NCTCOG authority over land use

Building off Transit 2.0 Task 2, *Transit Legislative Program*, NCTCOG should continue and expand its efforts to secure dedicated funding for TOD. With targeted advocacy, NCTCOG can work closely with legislators, regional partners, and advocacy groups to push for the creation or expansion of funding opportunities for TOD, such as tax credits, grants, or low-interest loans. Leveraging the work of Task 2, NCTCOG can advocate for a policy framework that aligns with TOD objectives, ensures equitable distribution of funding, and supports the development of transit corridors throughout the region.

A list of existing funding opportunities is further expanded upon in the following section of this report.

In addition to expanded state and federal funding, NCTCOG should seek greater authority over land use. Both the Met Council in the Twin Cities and SANDAG in the San Diego region provide examples of MPOs that can attribute some of their success in encouraging TOD and infill to their ability to enforce regional housing needs and regional policy mandates. While Texas is unlikely to ever have statewide mandates analogous to those in California, NCTCOG can and should pursue the types of legislative changes that would help set it and the region up for the distribution of land uses it envisions, particularly around key transit and transportation corridors.

N5. Enhance funding for TOD efforts

From 2001 through 2018, NCTCOG managed the Sustainable Development Program, which was designed to "encourage planning and foster growth and development in and around historic downtowns and Main Streets, infill areas, and along passenger rail lines and at stations." Given the TAs' limited financial resources, NCTCOG should revive this program to incentivize development at and around rail stations and other key transit hubs. Such funding could be used for pre-development activities like market studies, infrastructure improvements, or environmental remediation that enhance the feasibility of TOD projects. This support could also be tied to specific outcomes, such as affordable housing, multimodal connectivity, or sustainability features, ensuring alignment with regional goals. Met Council, SANDAG, and the ARC all present worthwhile models of funding NCTCOG could consider as it restarts this funding stream.

N6. Establish performance measures for TOD goals

Establishing clear, measurable goals to guide regional TOD investment can help the region track the success of TOD initiatives. These metrics could include targets for increased density near transit stations, reductions in parking requirements, affordability benchmarks for new residential developments, and the amount of new commercial or mixed-use space created in transit-adjacent areas. By defining these goals, NCTCOG can help ensure that regional TOD efforts remain aligned with broader sustainability, mobility, and economic development objectives. NCTCOG should work with RTC and the TAs to collaboratively set these goals.

NCTCOG, with RTC and the TAs, should initiate a process to evaluate what realistic targets for North Texas could look like. NCTCOG is already starting to report on the region's TOD inventory, ridership, and mode split via the American Communities Survey and NCTCOG's own regional on-board transit survey which is conducted every five years, and will track density at the parcel level soon. This should be expanded upon by encouraging TAs and local jurisdictions, through NCTCOG-led regional convening, to develop associated TA- or jurisdiction-tracked measures to evaluate the success of TOD efforts, such as improvements in transit ridership, reductions in vehicle miles traveled (VMT), and enhanced walkability and public space utilization near transit hubs. By taking a leadership role in defining, encouraging, and tracking these metrics, NCTCOG can provide valuable guidance and accountability to ensure that regional TOD and infill development efforts are both ambitious and achievable for all key regional stakeholders.

6. Funding Opportunities

Figure 5 provides an overview of 20 key programs that provide funding for planning and/or implementation of TODs. Of these, 6 are federal, 4 are state, and 10 are local programs. 19 of the programs can be used for implementation and 3 for planning purposes. In terms of responsibility, 15 of the programs require initiation by local jurisdictions, 4 by transportation authorities, and 7 by developers. NCTCOG is the key actor in 5 of the programs.

As this report was being prepared, there was a change in presidential administration that could impact funding priorities for federal funding programs.

Figure 5. TOD funding opportunities

FUND SOURCE	DESCRIPTION	USE (P) PLANNING (I) IMPLEMENT	RESPONSIBILITY TO INITIATE			
			Jurisdictions	Transit Authorities	NCTCOG	Developers
FEDERAL						
USDOT BUILD	Previously known as RAISE, BUILD is a multimodal discretionary grant program that funds both planning and implementation of projects including development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans. Also funds surface transportation components of transit-oriented development projects. Up to $25M in grant, with 20% match required.	P, I	●	●	●	
FHWA CONGESTION MITIGATION AND AIR QUALITY (CMAQ), SURFACE TRANSPORTATION BLOCK GRANT (STBG), TRANSPORTATION ALTERNATIVES (TA)	CMAQ funds are for projects that have demonstrable air quality benefit including transit system improvements. STBG funds are for projects that improve mobility including roadway and interchange improvements. TA funds are for infrastructure-related projects related to non-motorized transportation, including sidewalks, signals, bike, and ped improvements.	I			●	
FTA CAPITAL INVESTMENT PROGRAM: SMALL STARTS/NEW STARTS/CORE CAPACITY GRANTS	Competitive discretionary grant program providing capital funding for fixed guideway rail and bus projects. Projects under $400M apply for Small Starts; projects over $400M apply as New Starts. Projects seeking funding for increasing capacity apply as Core Capacity projects. Does not fund TOD unless TOD is integral to the project. Highly prescriptive evaluation process. Criteria are set in statute and policy guidelines, with emphasis on project justification, risk assessment and financial capacity of applicant. Typical timeline for New Starts projects: Project Development (2 years for New Starts; no time limit for Small Starts), Engineering (typically 2 years), Full Funding Grant Agreement	I		●		
FTA TOD PLANNING GRANTS	The Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program) provides funding to eligible applicants to create comprehensive planning or site-specific planning studies associated with a new fixed guideway or core capacity improvement project. Eligible Applicants include local governments as well as an FTA grant recipient. Additionally, applicants must be the project sponsor of an eligible transit capital project or an entity with land use planning authority in the project corridor of an eligible transit capital project.	P	●	●	●	
HUD COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM	The US Department of Housing and Urban Development (HUD) provides federal funds to the state, which then distributes the funds to eligible communities. The program can fund a variety of activities, including: economic development projects, housing rehabilitation, and community facilities.	P, I	●			
USDOT CREDIT PROGRAMS (TIFIA AND RRIF)	For TOD projects advancing to design and construction, the Build America Bureau (Bureau) offers financial assistance for TOD implementation through the Transportation Infrastructure Finance and Innovation Act and Railroad Rehabilitation and Improvement Financing credit assistance programs. In partnership with the Bureau, FTA conducts oversight of certain TOD projects to ensure compliance with federal requirements while the Bureau provides technical assistance for potential borrowers.	I	●	●		

FUND SOURCE	DESCRIPTION	USE (P) PLANNING (I) IMPLEMENT	RESPONSIBILITY TO INITIATE			
			Jurisdictions	Transit Authorities	NCTCOG	Developers
STATE						
STATE TAX INCENTIVES (CREDITS, REDUCTIONS)	Economic Development Finance, within the Texas Economic Development & Tourism Office, provides globally competitive, cost-effective financial tools to expand businesses operating in the state and businesses relocating to Texas. Programs administered by this office include various grants, financing and tax refund programs, which all promote economic development, job creation and capital investment. The office partners with local governments and other entities to deliver programs targeted at small businesses, communities and universities in the state, among other entities. Programs include: • Texas Jobs, Energy, Technology & Innovation (JETI) Act. • Texas Enterprise Zone Program • State Sales and Use Tax Exemption • Economic Development & Diversification In-State Tuition for Employees • Franchise Tax Deduction for Business Relocation • Medical or Biomedical Property Tax Exemption • Research & Development Tax Credit	I	●			●
TRANSPORTATION DEVELOPMENT CREDITS (TDCs)	TDCs are Federal Highway Administration toll credits earned by the region when toll revenues are used to fund capital projects on public highways. They can serve as a substitute for the required cash match to federal funds that are programmed on a project. They are non-cash credits allocated to states who divide them among regions. The DFW region has been allocated more than 994M TDCs. RTC has 5 categories for allocating TDCs, including Category 2: to advance initiatives of strategic importance and Category 6: Metropolitan Transportation Plan (MTP) Policy Bundle, to provide support to agencies that implement policies that further Mobility Plan objectives.	I			●	
REGIONAL TOLL REVENUE (RTR) PROGRAM	Fund created from toll-priced facilities. Initial funding was through an agreement between the RTC and North Texas Tollway Authority from SH121 toll road. RTC used the funds to expedite more than 200 transportation projects. Additional funding was received from NTTA from SH161 and other priced facilities.	I			●	
TEXAS ENTERPRISE FUND PROGRAM	The Texas Enterprise Fund (TEF) awards "deal-closing" grants to companies considering a new project for which one Texas site is competing with other out-of-state sites. Serves as a performance-based financial incentive for companies whose projects contribute significant capital investment and new employment opportunities. Companies planning a new project with significant projected job creation and capital investment can apply. Cash grant awards are calculated based on average way of new employees and proposed total capital investment. Many cities in the RTC area have secured TEF awards ranging from $1M to $40M (Plano, Toyota Motors).	I				●

FUND SOURCE	DESCRIPTION	USE (P) PLANNING (I) IMPLEMENT	RESPONSIBILITY TO INITIATE			
			Jurisdictions	Transit Authorities	NCTCOG	Developers
LOCAL						
TAX INCREMENT REINVESTMENT ZONE (TIRZ)	Incremental future tax revenues resulting from improvements in participating taxing unit are used to pay for the cost of improvements to an area. Each taxing unit determines what percentage of its tax increment, if any, it will commit to repay the cost of the financed improvements. A county can designate by order a contiguous geographic area within its borders as a reinvestment zone. A municipality can designate by ordinance a contiguous or noncontiguous geographic area in its corporate limits as a reinvestment zone. A municipality also can designate a reinvestment zone in the city's extraterritorial jurisdiction	I	●			
ECONOMIC DEVELOPMENT AGREEMENTS	Municipalities and counties are authorized to offer tax-exempt loans and grants of public money to promote state or local economic development and to stimulate, encourage and develop business locations and commercial activity for the public purposes of development and diversification of the economy, elimination of unemployment or underemployment, and development or expansion of commerce in the state.	I	●			●
CHAPTER 380 and 381 AGREEMENTS	Chapter 380 of the Local Government Code authorizes municipalities to offer loans and grants of city funds or services at little or no cost to promote state and local economic development and to stimulate business and commercial activity. Chapter 381 allows counties to negotiate directly with developers and businesses to provide incentives encouraging developers to build in their jurisdictions. A county may administer and develop a program to make loans and grants of public money to promote state or local economic development and to stimulate, encourage and develop business location and commercial activity in the county. Counties may also develop and administer programs for entering into tax abatement agreements.	I	●			●
PUBLIC IMPROVEMENT DISTRICTS / SPECIAL ASSESSMENT DISTRICTS	PIDs are special purpose districts authorized by the Legislature that allow property owners in an area to establish a funding source to pay for new or improved services or capital infrastructure. Landowners petition for creation of the PID, which must be approved by the city. Special assessments pay for the services and capital improvements on a pay-go basis or through issuance of bonds repaid by assessments.	I	●			●
PUBLIC FACILITY CORPORATION	Local Government Code Chapter 303, which provides local governmental entities a mechanism to address lack of affordable housing. Under Chapter 303, "sponsor" entities can create a PFC that, in exchange for contracting with developers to create mixed-income housing, can provide a 100% property tax exemption.	I	●			●

FUND SOURCE	DESCRIPTION	USE (P) PLANNING (I) IMPLEMENT	RESPONSIBILITY TO INITIATE			
			Jurisdictions	Transit Authorities	NCTCOG	Developers
LOCAL						
DEVELOPMENT IMPACT FEES	In Texas, "development impact fees" for transit projects, also known as "transportation impact fees," are one-time charges levied on new development projects to fund the construction or expansion of transportation infrastructure, including transit facilities, that are necessary to accommodate the increased demand caused by the new development; these fees are authorized under Chapter 395 of the Texas Local Government Code and can be used to fund transit projects like bus stops, light rail stations, and dedicated transit lanes,	I	●			
ECONOMIC DEVELOPMENT CORPORATIONS / 4A ECONOMIC DEVELOPMENT SALES TAX	A "4A Economic Development Corporation" refers to a type of economic development corporation established under Section 4A of the Texas Development Corporation Act, allowing cities to create a dedicated funding source for economic development projects through a local sales tax increase, primarily focused on attracting manufacturing and industrial businesses to the area. An EDC is a non-profit entity that uses funds generated by this special sales tax to incentivize business growth and job creation within a municipality.	I	●			
ECONOMIC DEVELOPMENT CORPORATIONS / 4B ECONOMIC DEVELOPMENT SALES TAX	An Economic Development Corporation (EDC) is a nonprofit created to finance new and expanded business enterprises. Cities define projects for the EDC and voters must approve a Type A or Type B sales tax to fund those projects. The Type B sales tax may be used for projects eligible under Type A, plus quality of life improvement projects. Type B corporations may pay for land, buildings, equipment, facilities, targeted infrastructure and improvements, including mixed use development and supporting infrastructure. All cities are eligible to adopt the Type B sales tax if the combined local sales tax rate would not exceed 2 percent.	I	●			
TAX INCENTIVES (CREDITS, REDUCTIONS)	Some Texas cities such as Austin and El Paso provide developers with incentives—such as fee waivers, density bonuses, tax incentives, and development agreements—to build and to set aside affordable rental and ownership housing for low- and moderate-income households in developments.	I	●			●
LAND BANKING	Texas cities may create non-profit organizations under the Texas Nonprofit Corporation Act authorized by Chapter 379C of the Texas Local Government Code. Dallas has created a Dallas Housing and Acquisition Development Corporation . The objectives of the program are to acquire unproductive, vacant, and developable property, and property intended for commercial use to be "banked" for affordable housing or commercial development. One of the activities of the DHADC is to administer the Urban Land Bank Demonstration Program (the "Program" or "Land Bank"), A key purpose of the program is to provide affordable housing for low and moderate income persons. The DHADC can acquire and transfer, at less than market value, tax foreclosed vacant or distressed properties pursuant to Section 34.051 of the Texas Property Tax Code (i.e. HB 110 lots).	I	●			

7. Next Steps

The Transit 2.0 team recommends that jurisdictions, TAs, and NCTCOG work collaboratively to chart a path forward on the strategies proposed in this report. It will be NCTCOG's role to bridge gaps and continue to act as a regional convener on this topic. TAs and local jurisdictions should also find ways to more frequently and actively discuss opportunities for station-area improvements that can have economic and social impacts on the regional scale. Basic buy-in already exists among many jurisdictions, and relationship-building will go a long way in turning conceptual TOD projects into reality.

Strategy Strengths Matrix

The strategies proposed in this report were evaluated based on three criteria:

- Market for TOD
- Policy Support
- Influence on Travel Behavior
- Resource expansion
- Impact level
- Ease of implementation

Alignment with each of these criteria was rated on a scale of low, medium, and high alignment, depicted graphically as:

- Low alignment: ○
- Medium alignment: ◐
- High alignment: ●

The strategy strengths matrix (Figure 6) serves as an at-a-glance snapshot of the strategies proposed in this report and where they may have differing abilities to improve access to transit for non-member jurisdictions. It is not meant to be a prioritization tool, as the strategies proposed in this report require variable degrees of regional change to achieve.

All task 6 recommendations could be advanced in the short term. Recommendations focused on improving first/last mile connectivity, which can be implemented by TAs and jurisdictions and funded by NCTCOG, would perhaps be easiest to implement in the short term. Complimentary efforts to expand educational opportunities for elected officials on TOD and its benefits should also be undertaken by all three stakeholder

groups, with NCTCOG assuming a leading role. While the most challenging initiative to successfully achieve, recommendation N4, for NCTCOG to advocacy for expanded state and federal funding for transit and TOD and to take on a greater authority over land use, would have the most transformative impact on regional land use policy and TOD.

Figure 6. Strategy strengths matrix

		Market for TOD	Policy Support	Resource Expansion	Travel Behavior Influence	Impact Level	Ease of Implementation
JURISDICTION-LED STRATEGIES							
J1. Rezoning	Proactively rezone for TOD and infill development	●	●	○	◐	●	◐
J2. Streamline development processes	Streamline development processes for multiuse projects in infill areas	●	●	◐	○	●	◐
J3. Developer incentives	Expand developer incentives for infill projects that enhance walkable and human-centered spaces	●	○	○	◐	●	◐
J4. TIF Districts	Expand TIF districts and/or multijurisdictional TIF districts	◐	◐	◐	○	◐	◐
J5. Leverage local stakeholders	Leverage supportive local stakeholders and relevant organizations to build TOD awareness and support	○	●	●	◐	◐	●
J6. Placemaking and economic development	Improve the quality and connectivity of public space adjacent to transit stations through placemaking and economic development	◐	○	○	●	◐	◐
J7. Infill and TOD plans	Develop or expand specific TOD plans that inccrease density at rail stations	●	◐	◐	●	◐	◐
J8. First/last mile connectivity	Improve first mile/last mile connectivity to broaden the catchment area for transit and TOD	○	○	◐	●	◐	●

		Market for TOD	Policy Support	Resource Expansion	Travel Behavior Influence	Impact Level	Ease of Implementation
TA-LED STRATEGIES							
T1. Streamlined development policies	Establish and publish clear, streamlined policies and procedures for joint development on TA-owned property	●	●	◐	◐	◐	●
T2. First/last mile connectivity	Improve first mile/last mile connectivity to broaden the catchment area for transit and TOD	○	○	◐	●	◐	●
T3. Integrate station and community amenities	Leverage interlocal agreements to expand collaboration with jurisdictions on strategies for integrating rail stations with community amenities	◐	●	●	●	◐	◐
T4. Developer incentives	Provide financial incentives to developers interested in developing on TA-owned property	●	○	●	◐	●	◐
T5. TOD staff	Hire a TOD staff person to help facilitate coordination of TOD efforts between the TA, developers, and local jurisdictions	◐	○	●	◐	●	◐
NCTCOG-LED STRATEGIES							
N1. Incentivize infill rezoning	Incentivize jurisdictions to proactively rezone infill areas	●	●	○	◐	●	◐
N2. Educate elected officials	Host NCTCOG-led convenings and tours to educate elected officials on the benefits of TOD and infill development	○	●	●	◐	●	●
N3. Staff-level TOD training	Develop and sponsor infill and TOD training for the region's public-sector economic development professionals	○	◐	●	◐	◐	●
N4. State advocacy for funding and land use authority	Increase advocacy for expanded state and federal funding for transit and TOD and for greater authority over land use	●	●	●	◐	●	○
N5. Fund TOD	Enhance funding for TOD efforts	●	◐	●	◐	●	◐
N6. TOD Metrics	Establish performance measures for TOD goals	◐	○	●	◐	◐	●

Appendix A. Status of existing TOD zoning

Summary Table 1. Transit member jurisdiction form-based code zoning, TIF districts, and presence of rail

Transit Member Cities	TA Membership	Has a Rail Station	Has Discretely Defined Form-Based Code Zoning	Has Tax Increment Financing District	Has At Least 1 Station Area Plan
Addison	DART	No	No	No	Yes
Carrollton	DART	Yes	Yes	Yes	Yes
Cockrell Hill	DART	No	No	No	No
Dallas	DART	Yes	Yes	Yes	Yes
Farmers Branch	DART	Yes	Yes	Yes	Yes
Garland	DART	Yes	Yes	Yes	Yes
Glenn Heights	DART	No	No	No	No
Highland Park	DART	No	No	No	No
Irving	DART	Yes	No	Yes	Yes
Plano	DART	Yes	No	Yes	Yes
Richardson	DART	Yes	Yes	Yes	Yes
Rowlett	DART	Yes	Yes	Yes	Yes
University Park	DART	No	No	No	No
Highland Village	DCTA	No	No	No	No
Denton	DCTA	Yes	No	Yes	Yes
Lewisville	DCTA	Yes	Yes	Yes	Yes
Fort Worth	Trinity Metro	Yes	Yes	Yes	Yes
Grapevine	Trinity Metro	Yes	Yes	Yes	Yes
North Richland Hills	Trinity Metro	Yes	Yes	Yes	Yes

Summary Table 2. Sample of Station-focused form-based codes in North Texas

Member City	TA Membership	Station(s) Associated with Form-Based Code	Form-Based Code Name
Addison	DART		
Carrollton	DART	Downtown Carrollton Trinity mills	Transit Center Zoning District
Cockrell Hill	DART		
Dallas	DART	*Floating zone, some use near Inwood and CityPlace Stations	Article XIII - Form Districts
Farmers Branch	DART	Farmers Branch	Downtown Farmers Branch Form-Based Code (PD-86)
Garland	DART	Downtown Garland	Downtown District
Glenn Heights	DART		
Highland Park	DART		
Irving	DART		
Plano	DART		
Richardson	DART	CityLine/Bush	Bush Central Station Planned Development
Rowlett	DART	Downtown Rowlett	Form Based Urban Village
University Park	DART		
Highland Village	DCTA		
Denton	DCTA		
Lewisville	DCTA	Old Town	Old Town Center Design District
Fort Worth	Trinity Metro	Texas & Pacific	Near Southside District
Grapevine	Trinity Metro	Grapevine Main Street	Transit District Overlay
North Richland Hills	Trinity Metro	Iron Horse Smith Field	NRH - TOD Code - Division 15, Article IV, Chapter 118 of NRH City Code

Summary Table 3. Station-focused TIF districts in North Texas

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Deep Ellum	Green	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
Deep Ellum	Green	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Deep Ellum	Green	DART	Dallas	FARMERS MARKET - DALLAS	1/1/1999	12/31/2028	Dallas
Deep Ellum	Green	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Baylor University Medical Center	Green	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
Baylor University Medical Center	Green	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Baylor University Medical Center	Green	DART	Dallas	FARMERS MARKET - DALLAS	1/1/1999	12/31/2028	Dallas
Fair Park	Green	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
Fair Park	Green	DART	Dallas	GRAND PARK SOUTH DALLAS	1/1/2006	12/31/2035	Dallas
MLK, Jr.	Green	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
MLK, Jr.	Green	DART	Dallas	GRAND PARK SOUTH DALLAS	1/1/2006	12/31/2035	Dallas
Hatcher	Green	DART	Dallas				
Lawnview	Green	DART	Dallas				
Lake June	Green	DART	Dallas				
Buckner	Green	DART	Dallas				
Market Center	Green/Orange	DART	Dallas	DESIGN DISTRICT-DALLAS	1/1/2006	12/31/2027	Dallas

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Market Center	Green/Orange	DART	Dallas	SOUTHWESTERN MEDICAL - DALLAS	1/1/2006	12/31/2027	Dallas
Market Center	Green/Orange	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
Southwestern Medical District/Parkland	Green/Orange	DART	Dallas	DESIGN DISTRICT-DALLAS	1/1/2006	12/31/2027	Dallas
Southwestern Medical District/Parkland	Green/Orange	DART	Dallas	MAPLE MOCKINGBIRD - DALLAS	1/1/2009	12/31/2033	Dallas
Southwestern Medical District/Parkland	Green/Orange	DART	Dallas	SOUTHWESTERN MEDICAL - DALLAS	1/1/2006	12/31/2027	Dallas
Inwood/Love Field	Green/Orange	DART	Dallas	MAPLE MOCKINGBIRD - DALLAS	1/1/2009	12/31/2033	Dallas
Inwood/Love Field	Green/Orange	DART	Dallas	SOUTHWESTERN MEDICAL - DALLAS	1/1/2006	12/31/2027	Dallas
Burbank	Green/Orange	DART	Dallas				
Bachman	Green/Orange	DART	Dallas				
Walnut Hill/Denton	Green	DART	Dallas				
Royal Lane	Green	DART	Dallas				
Farmers Branch	Green	DART	Farmers Branch	FARMERS BRANCH TIF #2	1/1/2000	12/31/2031	Farmers Branch
Farmers Branch	Green	DART	Farmers Branch	FARMERS BRANCH TIF #4 - I-35 ZONE	1/1/2022	12/31/2046	Farmers Branch
Downtown Carrollton	Green/Silver	DART	Carrollton	CARROLLTON TIF #1	1/1/2006	12/31/2030	Carrollton

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
North Carrollton/Frankford	Green	DART	Carrollton				
Victory	Green/Orange/TRE	DART	Dallas	DESIGN DISTRICT-DALLAS	1/1/2006	12/31/2027	Dallas
Victory	Green/Orange/TRE	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Victory	Green/Orange/TRE	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas
Victory	Green/Orange/TRE	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
Hebron	A-Train	DCTA	Lewisville	LEWISVILLE TIRZ #2			Lewisville
Old Town	A-Train	DCTA	Lewisville	LEWISVILLE TIRZ #1			Lewisville
Highland Village/Lewisville Lake	A-Train	DCTA	Lewisville	LEWISVILLE TIRZ #4			Lewisville
MedPark	A-Train	DCTA	Denton				
Downtown Denton Transit Center	A-Train	DCTA	Denton	DENTON TIRZ #1: DOWNTOWN			Denton
Downtown Rowlett	Blue	DART	Rowlett	ROWLETT TIF #3	1/1/2018	4/4/2037	Rowlett
EBJ Union	Red/Blue/TRE	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
EBJ Union	Red/Blue/TRE	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas
EBJ Union	Red/Blue/TRE	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
EBJ Union	Red/Blue/TRE	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
Convention Center	Red/Blue	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Convention Center	Red/Blue	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas
Convention Center	Red/Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Cedars	Red/Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
8th & Corinth	Red/Blue	DART	Dallas	OAK CLIFF GATEWAY - DALLAS	1/1/1993	12/31/2027	Dallas
8th & Corinth	Red/Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Dallas Zoo	Red	DART	Dallas	OAK CLIFF GATEWAY - DALLAS	1/1/1993	12/31/2027	Dallas
Tyler/Vernon	Red	DART	Dallas				
Hampton	Red	DART	Dallas				
Westmoreland	Red	DART	Dallas				
Morrell	Blue	DART	Dallas	OAK CLIFF GATEWAY - DALLAS	1/1/1993	12/31/2027	Dallas
Morrell	Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Illinois	Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Kiest	Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
VA Medical Center	Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Ledbetter	Blue	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
St. Paul	Red/Blue/Green/Orange	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
St. Paul	Red/Blue/Green/Orange	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
St. Paul	Red/Blue/Green/Orange	DART	Dallas	FARMERS MARKET - DALLAS	1/1/1999	12/31/2028	Dallas
St. Paul	Red/Blue/Green/Orange	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas
St. Paul	Red/Blue/Green/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
St. Paul	Red/Blue/Green/Orange	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
Pearl/Arts District	Red/Blue/Green/Orange	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
Pearl/Arts District	Red/Blue/Green/Orange	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Pearl/Arts District	Red/Blue/Green/Orange	DART	Dallas	FARMERS MARKET - DALLAS	1/1/1999	12/31/2028	Dallas
Pearl/Arts District	Red/Blue/Green/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Akard	Red/Blue/Green/Orange	DART	Dallas	DEEP ELLUM - DALLAS	1/1/2006	12/31/2027	Dallas
Akard	Red/Blue/Green/Orange	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
Akard	Red/Blue/Green/Orange	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Akard	Red/Blue/Green/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Akard	Red/Blue/Green/Orange	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
West End	Red/Blue/Green/Orange	DART	Dallas	DESIGN DISTRICT-DALLAS	1/1/2006	12/31/2027	Dallas
West End	Red/Blue/Green/Orange	DART	Dallas	DOWNTOWN CONNECTION - DALLAS	1/1/2006	12/31/2035	Dallas
West End	Red/Blue/Green/Orange	DART	Dallas	CITY CENTER LAMAR CORRIDOR/WEST END - DALLAS	1/1/2013	12/31/2037	Dallas
West End	Red/Blue/Green/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
West End	Red/Blue/Green/Orange	DART	Dallas	VICTORY - DALLAS - FKA SPORTS ARENA	1/1/1999	12/31/2028	Dallas
White Rock	Blue	DART	Dallas				
LBJ/Skillman	Blue	DART	Dallas	SKILLMAN CORRIDOR - DALLAS	1/1/2006	12/31/2035	Dallas
Forest/Jupiter	Blue	DART	Garland	GARLAND ZONE #1 DOWNTOWN	1/1/2004	12/31/2024	Garland
Downtown Garland	Blue	DART	Garland	GARLAND ZONE #1 DOWNTOWN	1/1/2004	12/31/2024	Garland
Spring Valley	Red/Orange	DART	Richardson	RICHARDSON TIF #1	1/1/2007	12/31/2031	Richardson
LBJ/Central	Red/Orange	DART	Dallas				
Forest Lane	Red/Orange	DART	Dallas				
Walnut Hill	Red/Orange	DART	Dallas				

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Park Lane	Red/Orange	DART	Dallas	VICKERY MEADOW - DALLAS	1/1/2006	12/31/2027	Dallas
Lovers Lane	Red/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
SMU/Mockingbird	Red/Blue/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Cityplace/Uptown	Red/Blue/Orange	DART	Dallas	TOD TIF - DALLAS	1/1/2009	12/31/2033	Dallas
Parker Road	Red/Orange	DART	Plano	PLANO TIF #2 (Base 1999-24)			Plano
Downtown Plano	Red/Orange	DART	Plano	PLANO TIF #2 (Base 1999-24)			Plano
Downtown Plano	Red/Orange	DART	Plano	PLANO TIF #3 (Base 2018-22)			Plano
CityLine/Bush	Red/Orange/Silver	DART	Richardson	PLANO TIF #2 (Base 1999-24)			Plano
CityLine/Bush	Red/Orange/Silver	DART	Richardson	PLANO TIF #3 (Base 2018-22)			Plano
CityLine/Bush	Red/Orange/Silver	DART	Richardson	PLANO TIRZ #4 (Base 2020-00)			Plano
CityLine/Bush	Red/Orange/Silver	DART	Richardson	RICHARDSON TIF #2 (Base 2011-13)			Richardson
CityLine/Bush	Red/Orange/Silver	DART	Richardson	RICHARDSON TIF #3 (Base 2011-13)			Richardson
Galatyn Park	Red/Orange	DART	Richardson				
Arapaho Center	Red/Orange	DART	Richardson	RICHARDSON TIF #1	1/1/2007	12/31/2031	Richardson
Texas & Pacific	TRE/TEXRail	TRE	Fort Worth	SOUTHSIDE/MEDICAL DISTRICT TIF 4 (FW)			Fort Worth
Texas & Pacific	TRE/TEXRail	TRE	Fort Worth	DOWNTOWN TIF # 3 (FW)			Fort Worth

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Texas & Pacific	TRE/TEXRail	TRE	Fort Worth	LANCASTER CORRIDOR # 8 (FW)			Fort Worth
Fort Worth Central	TRE/TEXRail	TRE	Fort Worth	SOUTHSIDE/MEDICAL DISTRICT TIF 4 (FW)			Fort Worth
Fort Worth Central	TRE/TEXRail	TRE	Fort Worth	DOWNTOWN TIF # 3 (FW)			Fort Worth
Fort Worth Central	TRE/TEXRail	TRE	Fort Worth	LANCASTER CORRIDOR # 8 (FW)			Fort Worth
Bell	TRE	TRE	Fort Worth	TRINITY LAKES # 14 (FW)			Fort Worth
CentrePort/DFW Airport	TRE	TRE	Fort Worth	VIRIDIAN TIF #6 (ARL)			Arlington
CentrePort/DFW Airport	TRE	TRE	Fort Worth	GRAND PRAIRIE TIF #1			Grand Prairie
Downtown Irving/Heritage Crossing	TRE	TRE	Irving	IRVING TIF #2	1/1/2011	12/31/2040	Irving
West Irving	TRE	TRE	Irving				
Medical/Market Center	TRE	TRE	Dallas	DESIGN DISTRICT-DALLAS	1/1/2006	12/31/2027	Dallas
Medical/Market Center	TRE	TRE	Dallas	SOUTHWESTERN MEDICAL - DALLAS	1/1/2006	12/31/2027	Dallas
University of Dallas	Orange	DART	Irving	IRVING TIF #6	1/1/2017	12/31/2041	Irving
Las Colinas Urban Center	Orange	DART	Irving	IRVING TIF #1	1/1/1999	12/31/2038	Irving
Irving Convention Center	Orange	DART	Irving	IRVING TIF #1	1/1/1999	12/31/2038	Irving

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
North Lake College	Orange	DART	Irving	IRVING TIF #1	1/1/1999	12/31/2038	Irving
Belt Line	Orange	DART	Irving	IRVING TIF #1	1/1/1999	12/31/2038	Irving
Trinity Mills	Green/A-Train	DART/DCTA	Carrollton	CARROLLTON TIF #1	1/1/2006	12/31/2030	Carrollton
Lake Highlands	Blue	DART	Dallas	SKILLMAN CORRIDOR - DALLAS	1/1/2006	12/31/2035	Dallas
Camp Wisdom	Blue	DART	Dallas	UNIVERSITY - DALLAS	1/1/2018	12/31/2047	Dallas
UNT Dallas	Blue	DART	Dallas	UNIVERSITY - DALLAS	1/1/2018	12/31/2047	Dallas
North Side	TEXRail	Trinity Metro	Fort Worth	STOCKYARDS TIF #15 (FW)			Fort Worth
Mercantile Center	TEXRail	Trinity Metro	Fort Worth				
North Richland Hills/Iron Horse	TEXRail	Trinity Metro	North Richland Hills	HALTOM TIRZ #2			Haltom City
North Richland Hills/Smithfield	TEXRail	Trinity Metro	North Richland Hills	TOWNE CENTER TIF #2 (NRH)			North Richland Hills
Grapevine/Main Street	TEXRail	Trinity Metro	Grapevine	GRAPEVINE TIF #1	1/1/2015	12/31/2034	Grapevine
DFW North	TEXRail/Silver	Trinity Metro/DART	Grapevine				
Hidden Ridge	Orange	DART	Irving	IRVING TIF #1	1/1/1999	12/31/2038	Irving
Trinity Lakes	TRE	TRE	Fort Worth	RICHLAND HILLS TIF #1			Richland Hills

Station Name	Line	TA	City	TIF District Name	Start Date	End Date	TIF CITY
Trinity Lakes	TRE	TRE	Fort Worth	TRINITY LAKES # 14 (FW)			Fort Worth
Addison	Silver	DART	Addison				
Cypress Waters	Silver	DART	Dallas	CYPRESS WATERS - DALLAS	1/1/2011	12/31/2040	Dallas
Knoll Trail	Silver	DART	Dallas				
UT Dallas	Silver	DART	Richardson	UNIVERSITY - DALLAS	1/1/2018	12/31/2047	Dallas
12th Street	Silver	DART	Plano	PLANO TIF #2 (Base 1999-24)			Plano
12th Street	Silver	DART	Plano	PLANO TIF #3 (Base 2018-22)			Plano
Shiloh	Silver	DART	Plano	PLANO TIF #3 (Base 2018-22)			Plano

Summary Table 4. Summary of station area and corridor plans in North Texas

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Downtown Denton Transit Center	A-Train	DCTA	Denton	Design Downtown Denton/ Southeast Denton Area Plan	City of Denton	2024	
Hebron	A-Train	DCTA	Lewisville				
Highland Village/Lewisville Lake	A-Train	DCTA	Lewisville				
MedPark	A-Train	DCTA	Denton				
Old Town	A-Train	DCTA	Lewisville	Old Town Transit-Oriented Development Plan Update	City of Lewisville	2023	
Camp Wisdom	Blue	DART	Dallas				
Downtown Garland	Blue	DART	Garland	Downtown Garland Redevelopment Implementation Plan	City of Garland	2005	Red and Blue Lines Corridor Study (2020)
Downtown Rowlett	Blue	DART	Rowlett	Realize Rowlett 2020, Appendix 5, page 171 Old Town Plan	City of Rowlett	2012	Red and Blue Lines Corridor Study (2020)
Forest/Jupiter	Blue	DART	Garland	Forest-Jupiter Transit-Oriented Redevelopment Plan	City of Garland	2013	Red and Blue Lines Corridor Study (2020)
Illinois	Blue	DART	Dallas				Red and Blue Lines Corridor Study (2020)

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Kiest	Blue	DART	Dallas	Lancaster Corridor Station Area Plan	City of Dallas	2013	Red and Blue Lines Corridor Study (2020)
Lake Highlands	Blue	DART	Dallas				Red and Blue Lines Corridor Study (2020)
LBJ/Skillman	Blue	DART	Dallas	LBJ /Skillman Urban Planning Initiative Study	City of Dallas	2014	Red and Blue Lines Corridor Study (2020)
Ledbetter	Blue	DART	Dallas				
Morrell	Blue	DART	Dallas				Red and Blue Lines Corridor Study (2020)
UNT Dallas	Blue	DART	Dallas	UNT - Dallas Area Context Sensitive Transportation Study	NCTCOG & City of Dallas	2011	
VA Medical Center	Blue	DART	Dallas	Lancaster Corridor Station Area Plan	City of Dallas	2013	Red and Blue Lines Corridor Study (2020)
White Rock	Blue	DART	Dallas				Red and Blue Lines Corridor Study (2020)
Baylor University Medical Center	Green	DART	Dallas				
Buckner	Green	DART	Dallas	Buckner Station Area Plan	City of Dallas	2013	
Deep Ellum	Green	DART	Dallas				
Fair Park	Green	DART	Dallas				

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Farmers Branch	Green	DART	Farmers Branch	Station Area Conceptual Master Plan	City of Farmers Branch	2002	
Hatcher	Green	DART	Dallas	Hatcher Station Area Plan	City of Dallas	2013	
Lake June	Green	DART	Dallas				
Lawnview	Green	DART	Dallas				
MLK, Jr.	Green	DART	Dallas	Martin Luther King, Jr. Station Area Plan	City of Dallas	2013	
North Carrollton/Frankford	Green	DART	Carrollton				
Royal Lane	Green	DART	Dallas				
Walnut Hill/Denton	Green	DART	Dallas	Walnut Hill/Denton DART Station ULI Virtual Advisory Services Panel Report	Urban Land Institute	2020	
Trinity Mills	Green/A-Train	DART/DCTA	Carrollton	Trinty Mill's Station Market Overview	DART	2013	
Bachman	Green/Orange	DART	Dallas	Bacham Area Planning Study	NCTCOG & City of Dallas	2022	
Burbank	Green/Orange	DART	Dallas				
Inwood/Love Field	Green/Orange	DART	Dallas				
Market Center	Green/Orange	DART	Dallas				

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Southwestern Medical District/Parkland	Green/Orange	DART	Dallas				
Victory	Green/Orange/TRE	DART	Dallas	forwardDallas! Vision and Policy Plan: Stemmons Corridor (2010)	City of Dallas	2010	NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
Downtown Carrollton	Green/Silver	DART	Carrollton	Downtown Carrollton TOD (Carrollton Comprehensive Plan)	City of Carrollton	2008	Silver Line TOD Corridor Plan (2025)
Belt Line	Orange	DART	Irving				
Hidden Ridge	Orange	DART	Irving				
Irving Convention Center	Orange	DART	Irving	Las Colinas Urban Center Master Plan	City of Irving, Las Colinas Association	2013	
Las Colinas Urban Center	Orange	DART	Irving	Las Colinas Urban Center Master Plan	City of Irving, Las Colinas Association	2013	
North Lake College	Orange	DART	Irving				
University of Dallas	Orange	DART	Irving	Northwest Corridor/ Las Colinas Land Use Study	City of Irving	2000	
Dallas Zoo	Red	DART	Dallas				Red and Blue Lines Corridor Study (2020)

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Hampton	Red	DART	Dallas	West Oak Cliff Area Plan	City of Dallas	2022	Red and Blue Lines Corridor Study (2020)
Tyler/Vernon	Red	DART	Dallas	West Oak Cliff Area Plan	City of Dallas	2022	Red and Blue Lines Corridor Study (2020)
Westmoreland	Red	DART	Dallas	Westmoreland DART Station Area Plan (part of forwardDallas!)	City of Dallas	2013	Red and Blue Lines Corridor Study (2020)
8th & Corinth	Red/Blue	DART	Dallas	The Bottom - Urban Structure & Guidelines	City of Dallas	2015	Red and Blue Lines Corridor Study (2020)
Cedars	Red/Blue	DART	Dallas				Red and Blue Lines Corridor Study (2020)
Convention Center	Red/Blue	DART	Dallas	Kay Bailey Hutchison Convention Center Dallas Master Plan	City of Dallas	2022	
Akard	Red/Blue/Green/Orange	DART	Dallas	Downtown Dallas 360	City of Dallas	2011	
Pearl/Arts District	Red/Blue/Green/Orange	DART	Dallas	Downtown Dallas 360	City of Dallas	2011	
St. Paul	Red/Blue/Green/Orange	DART	Dallas	Downtown Dallas 360	City of Dallas	2011	

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West End	Red/Blue/Green/Orange	DART	Dallas	Downtown Dallas 360	City of Dallas	2011	
Cityplace/Uptown	Red/Blue/Orange	DART	Dallas				Red and Blue Lines Corridor Study (2020)
SMU/Mockingbird	Red/Blue/Orange	DART	Dallas				Red and Blue Lines Corridor Study (2020)
EBJ Union	Red/Blue/TRE	DART	Dallas	Downtown Dallas 360	City of Dallas	2011	
Arapaho Center	Red/Orange	DART	Richardson	Collins/Arapaho TOD & Innovation District Study	City of Richardson	2018	
Downtown Plano	Red/Orange	DART	Plano	Downtown Plano Vision & Strategy Update	City of Plano	2013	Red and Blue Lines Corridor Study (2020)
Forest Lane	Red/Orange	DART	Dallas				Red and Blue Lines Corridor Study (2020)
Galatyn Park	Red/Orange	DART	Richardson	Advisory Serviced Panel Report: A Plan for Transit Oriented Development; Richardson, Texas	Urban Land Institute	2000	Red and Blue Lines Corridor Study (2020)
LBJ/Central	Red/Orange	DART	Dallas				Red and Blue Lines Corridor Study (2020)

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Lovers Lane	Red/Orange	DART	Dallas				Red and Blue Lines Corridor Study (2020)
Park Lane	Red/Orange	DART	Dallas	Vickery Meadow Station Area Plan	City of Dallas	2013	Red and Blue Lines Corridor Study (2020)
Parker Road	Red/Orange	DART	Plano	Downtown Plano Vision & Strategy Update	City of Plano	2013	Red and Blue Lines Corridor Study (2020)
Spring Valley	Red/Orange	DART	Richardson	Spring Valley and Main Street Station Area Plans	City of Richardson	2003	Red and Blue Lines Corridor Study (2020)
Walnut Hill	Red/Orange	DART	Dallas	forwardDallas! Comp Plan Amendment: Vickery Meadow Station Area Plan	City of Dallas	2013	Red and Blue Lines Corridor Study (2020)
CityLine/Bush	Red/Orange/Silver	DART	Richardson	Advisory Serviced Panel Report: A Plan for Transit Oriented Development; Richardson, Texas	Urban Land Institute	2000	Red and Blue Lines Corridor Study (2020)/ Silver Line TOD Corridor Plan (2025)
12th Street	Silver	DART	Plano	Silver Line Station Areas Plan	City of Plano & Olsson Studio	2025	Silver Line TOD Corridor Plan (2025)
Addison	Silver	DART	Addison	Addison Circle Special Area Study	City of Addison	2018	Silver Line TOD Corridor Plan (2025)

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Cypress Waters	Silver	DART	Dallas	Cypress Waters Master Plan	Billingsly	2022	Silver Line TOD Corridor Plan (2025)
Knoll Trail	Silver	DART	Dallas				Silver Line TOD Corridor Plan (2025)
Shiloh	Silver	DART	Plano	Silver Line Station Areas Plan	City of Plano & Olsson Studio	2025	Silver Line TOD Corridor Plan (2025)
UT Dallas	Silver	DART	Richardson	UTD Campus Master Plan Update	UT Dallas	2018	Silver Line TOD Corridor Plan (2025)
Grapevine/Main Street	TEXRail	Trinity Metro	Grapevine				
Mercantile Center	TEXRail	Trinity Metro	Fort Worth				Trinity Metro TEXRail - FTA TOD Planning Pilot 2021 (TBD)
North Richland Hills/Iron Horse	TEXRail	Trinity Metro	North Richland Hills	North Richland Hills Iron Horse & Smithfield Station Area Plan	FWTA & NRH	2009	
North Richland Hills/Smithfield	TEXRail	Trinity Metro	North Richland Hills	North Richland Hills Iron Horse & Smithfield Station Area Plan	FWTA & NRH	2009	

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
North Side	TEXRail	Trinity Metro	Fort Worth	ULIDFW Fort Worth Northside TEXRail Station - TAP Report	Urban Land Institute	2019	Trinity Metro TEXRail - FTA TOD Planning Pilot 2021 (TBD)
DFW North	TEXRail/Silver	Trinity Metro/DART	Grapevine	DFW Airport-North Station Area Plan	FWTA & DFW Airport	2009	
Bell	TRE	TRE	Fort Worth				NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
CentrePort/DFW Airport	TRE	TRE	Fort Worth				NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
Downtown Irving/Heritage Crossing	TRE	TRE	Irving	Heritage Crossing Redevelopment	City of Irving	2014	NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
Medical/Market Center	TRE	TRE	Dallas				NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)

Station Name	Line	Agency	City	Station Area Plan	Publisher	Year	Corridor Plan
Trinity Lakes	TRE	TRE	Fort Worth				NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
West Irving	TRE	TRE	Irving				NCTCOG TRE Corridor Plan - FTA TOD Planning Pilot 2024 (TBD)
Fort Worth Central	TRE/TEXRail	TRE	Fort Worth	Downtown Fort Worth Strategic Action Plan 2023	Downtown Fort Worth Inc.	2013	Trinity Metro TEXRail - FTA TOD Planning Pilot 2021 (TBD)
Texas & Pacific	TRE/TEXRail	TRE	Fort Worth	South Main Urban Village Master Plan	City of Fort Worth	2007	Trinity Metro TEXRail - FTA TOD Planning Pilot 2021 (TBD)