


Greater Houston Freight Committee


July 17, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Presenters

Sarah Pullman

- Mobility Innovations Transportation Planner | Policy, Planning, and Projects Group City of Portland
- Presentation: Piloting a Zero-Emissions Delivery Zone in Downtown Portland

Ram Mothe, P.E, S.E, PMP

- Assistant Director – Project Management | Capital Projects & Infrastructure, HCTRA
- Presentation: 225 Interchange Update

Clayton Henderson

- Director of Port Development, Trans-Global Solutions, Inc.
- Presentation: TGS Cedar Park Industrial Park

Piloting a Zero-Emission Delivery Zone in Downtown Portland

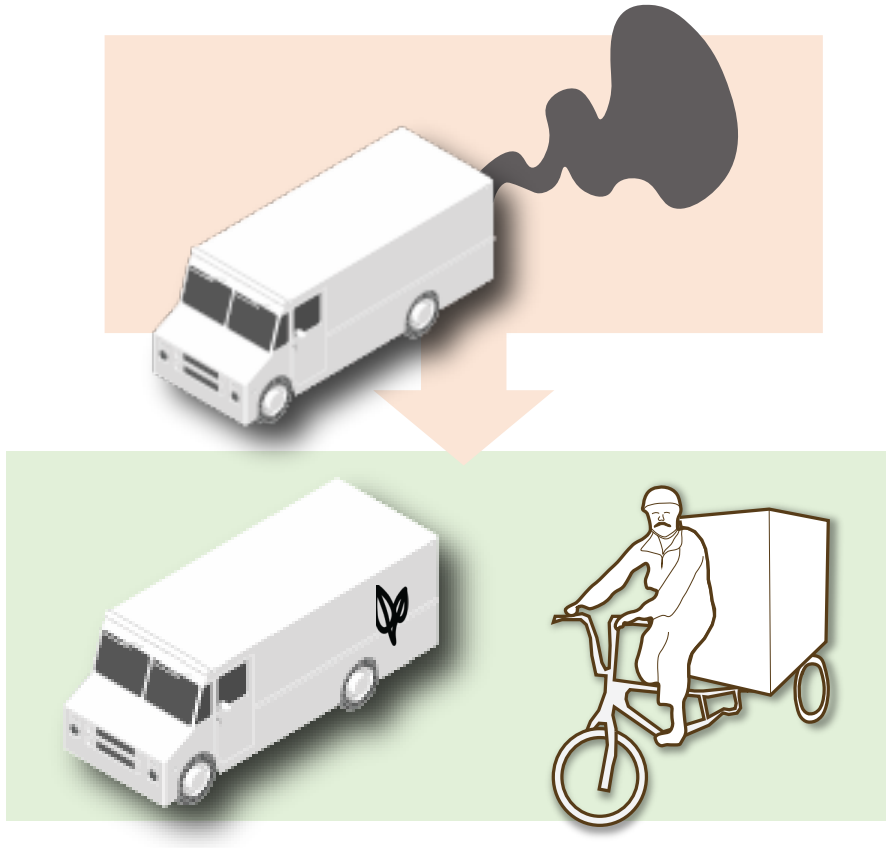
July 17, 2025

Sarah Copland-Pullman, Transportation Planner, PBOT

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Agenda

- Policy Background
- Pilot Project Overview
- Measuring Success
- Next Steps



Policy Background

Zero-emission areas around the world

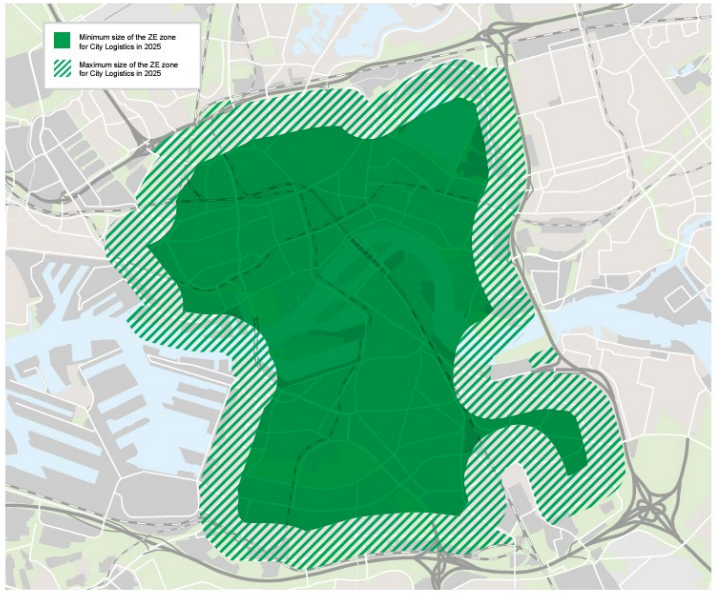
- Strategies like Low-Emission Zones, Zero-Emission Zones, and Zero-Emission Delivery Zones (ZEDZ) were pioneered in European cities like London, Brussels, Oslo, and Stockholm.

- In 2020, Santa Monica, CA piloted a voluntary Zero-Emission Delivery Zone to manage their curb and reduce pollution and congestion.

- Los Angeles, CA piloted ZEDZs in areas with high air-pollution and continues to expand the number of regulated zero-emission loading zone spaces in 2024-2025.

- Rotterdam is enforcing a zero-emission delivery zone to “improve air quality, climate and accessibility in the city.”

- Many other major EU cities have planned ZEZ implementation in 2025-2030.



[7] Figure 1: The Zero Emission Zone for city logistics by road in Rotterdam from 2025.

Why focus on freight and urban logistics?

- Freight accounts for roughly 5% of on-road VMT, but more than 24% of GHG emissions
- Freight emits 45% of the transportation sector's NO_x and 57% of PM2.5
- Multnomah County is within the top 1% highest of diesel emission exposure in the country
- E-commerce has exploded, growing 77% as a result of COVID-19
- Large trucks creates noise pollution and makes streets less desirable

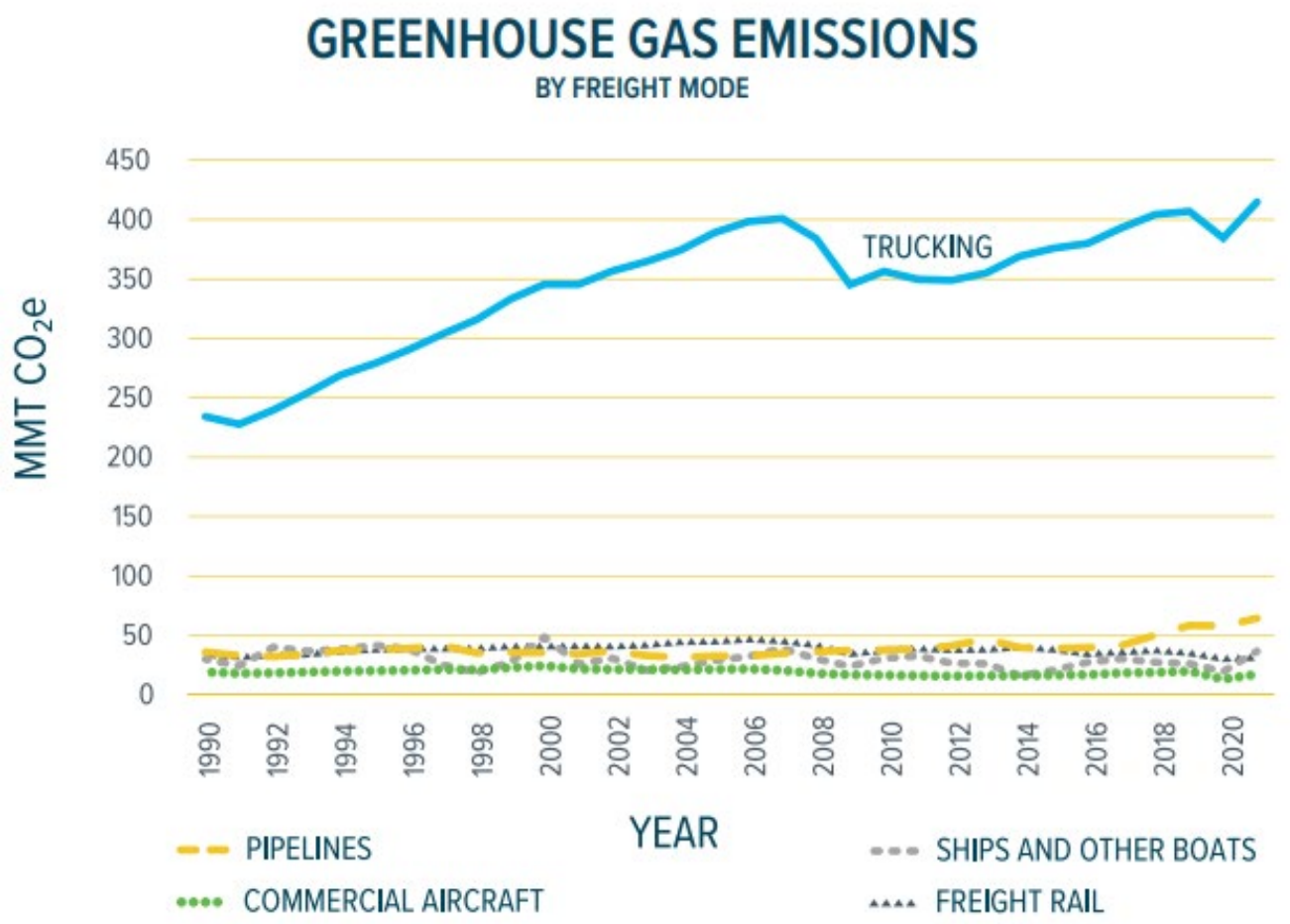


Figure 3: GHG emissions by mode of freight transport, 1990-2021. (Tailpipe only.) [15]

Source: DOT Report to Congress, Decarbonizing U.S. Transportation (2024)

Freight decarbonization is a City priority

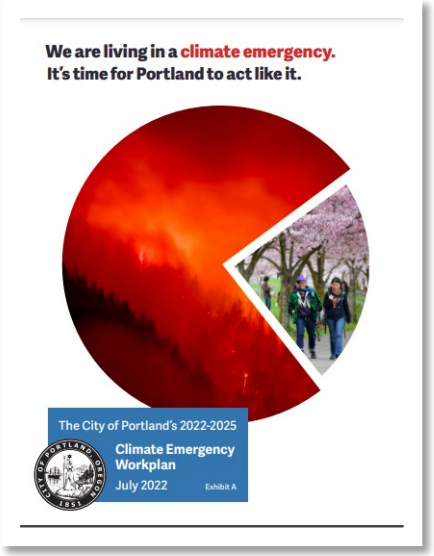
Policy

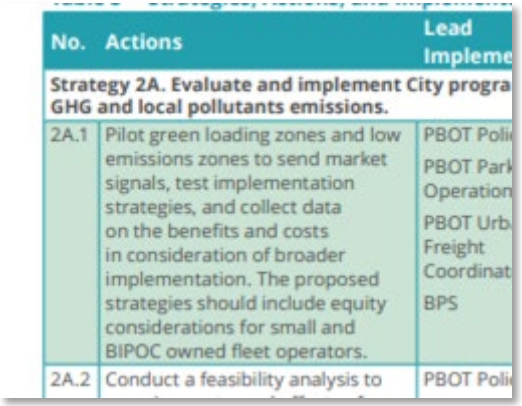
Reducing greenhouse gas emissions from freight is called for in:

- Climate Action Plan (2009)
- Sustainable Freight Strategy (2012)
- Climate Action Plan (2015)
- Climate Emergency Declaration (2020)
- Climate Emergency Workplan (2022)
- 2040 Freight Plan (adopted July 2023)

Equity

Communities of color and communities living with low incomes face exponentially higher health impacts of diesel pollution.



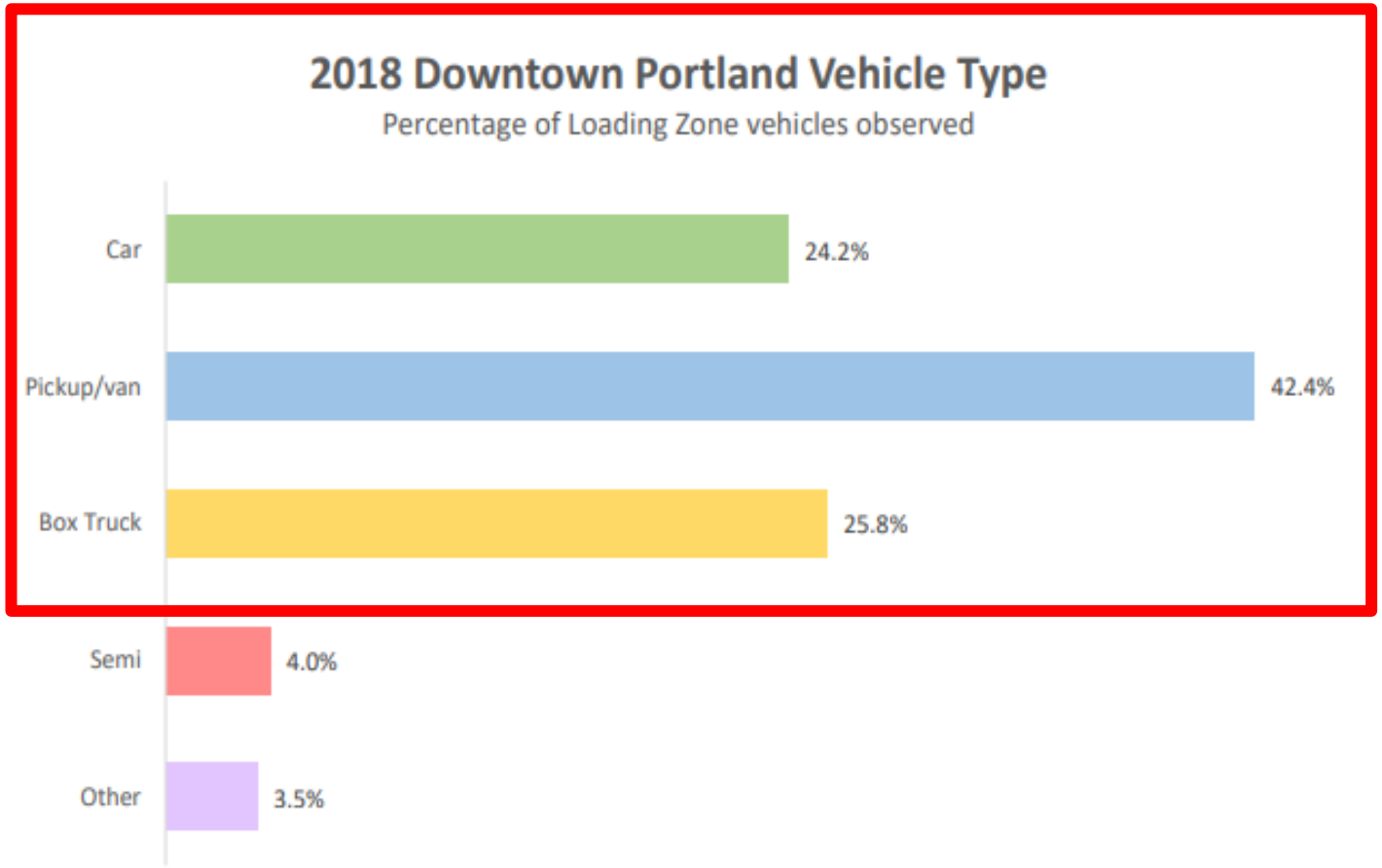


Zero-Emission Delivery Zone pilot could address key problems

- **Climate:** Transportation causes >40% of GHG in Portland and is rising. Trucks have an outsized-impact on local carbon emissions.
- **Public Health:** Nearly 40% of BIPOC Portlanders live close to the city's biggest sources of air pollution, such as freeways and industrial facilities.
- **Safety:** Downtown Portland is one of the areas with the most collisions involving trucks—types of crashes that are more likely to be serious or fatal.

Many cars, vans, and box trucks can be electrified today

- **Over 92% of downtown urban deliveries are in vehicle types that can be electrified.** Other options like e-trike delivery also exist
- There are federal resources available to help fleets transition to low and zero emission vehicles
- The City wants to partner with industry to support this transition



Source: PBOT, Downtown Loading Zone Parking Assessment, 2018

Pilot Project Overview

USDOT Strengthening Mobility & Revolutionizing Transportation (SMART) Grant

Federal discretionary grant program

- $100 million appropriated for 2022-2026

Two stages of awards

- **Stage 1: Planning and Prototyping**, up to $2M
- **Stage 2: Implementation**, up to $15M, requires new application

Stage 1 details from USDOT

1. Build internal buy-in and partnerships with stakeholders to refine and prototype concepts, report on results
2. Develop an implementation plan; or decide to not proceed with the concept in Stage 2
3. **Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions**

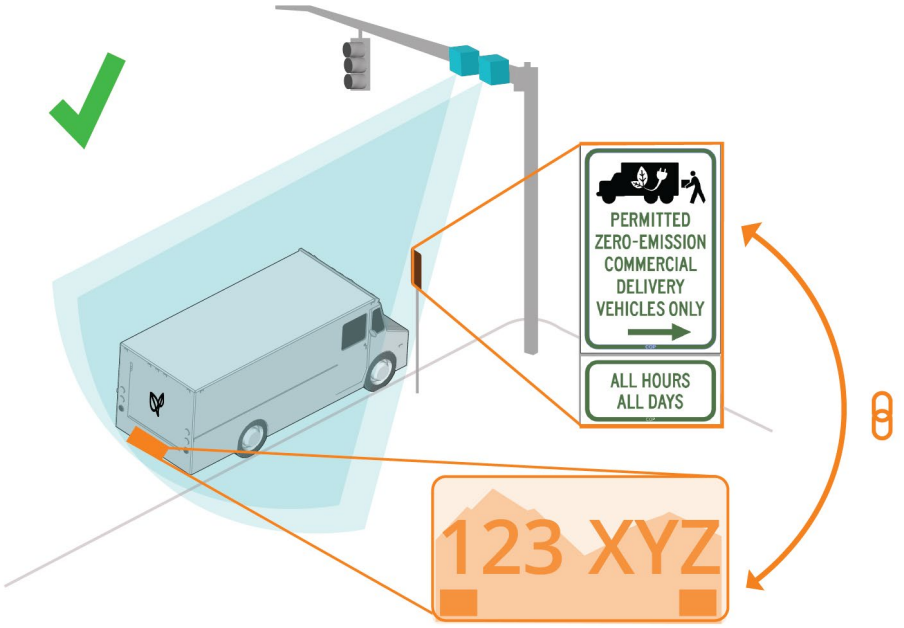
Portland awarded Stage 1 SMART grant

Testing how a combination of incentives and regulations could change behavior

- **Curb management:** How can strategies, like zero emission delivery loading zones, help freight companies justify transitioning their fleets to zero-emission vehicles?

- **Technology:** How might parking sensors and other digital curb technologies help the City gain an improved understanding of curb use and inform potential changes to improve efficiency?

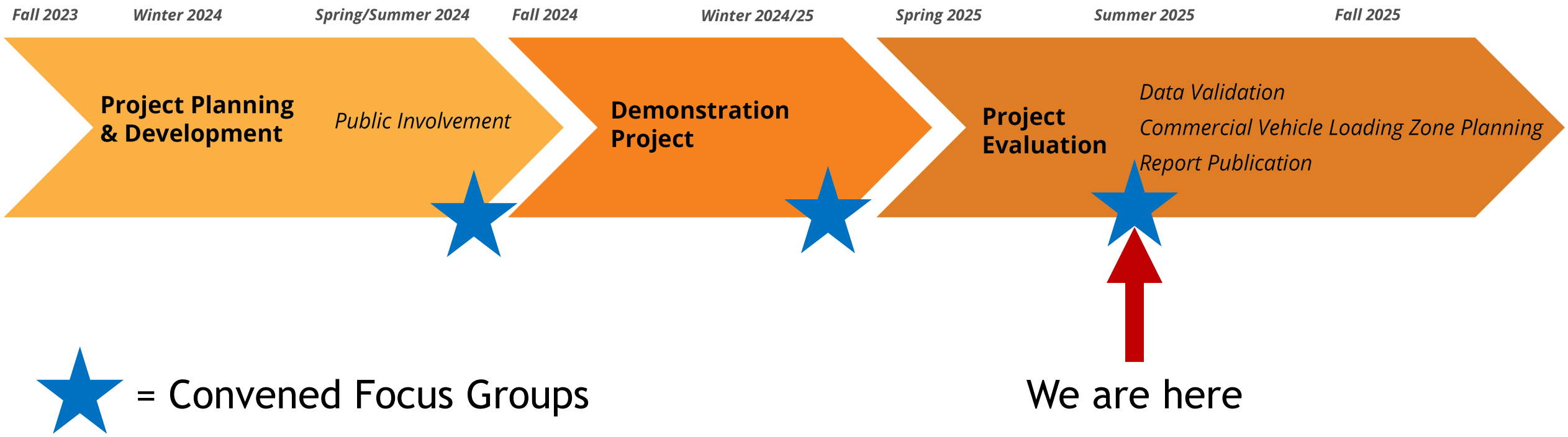
- **Partnerships:** How might public- and private-sector businesses in downtown Portland be willing to change their purchasing or delivery decisions to incentivize freight companies to transition their fleets to zero-emission vehicles?



PBOT designed the ZEDZ to achieve the following goals:

- Increase safety & reliability
- Build resiliency
- Ensure equity & access
- Steward our climate
- Facilitate partnerships
- Improve data systems

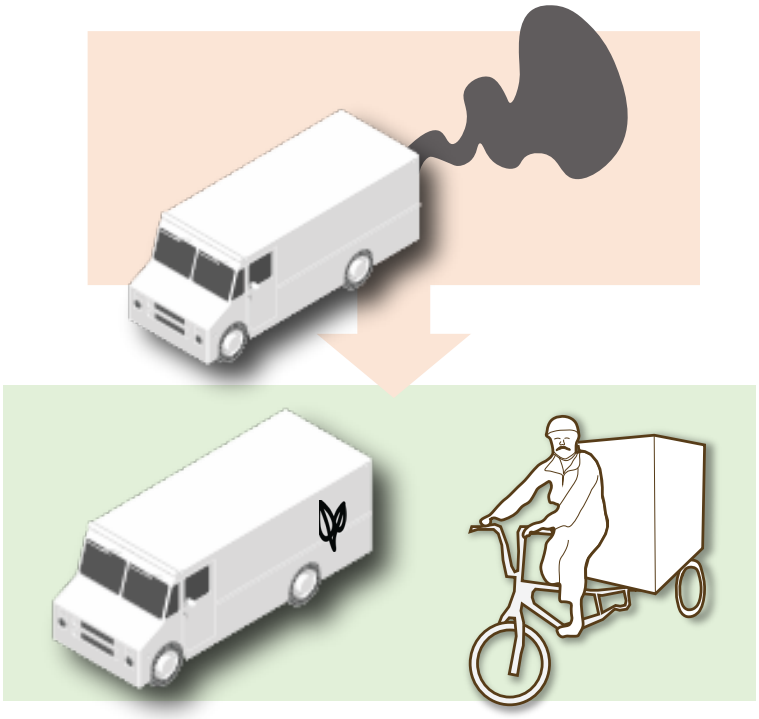
Project timeline



Measuring Success

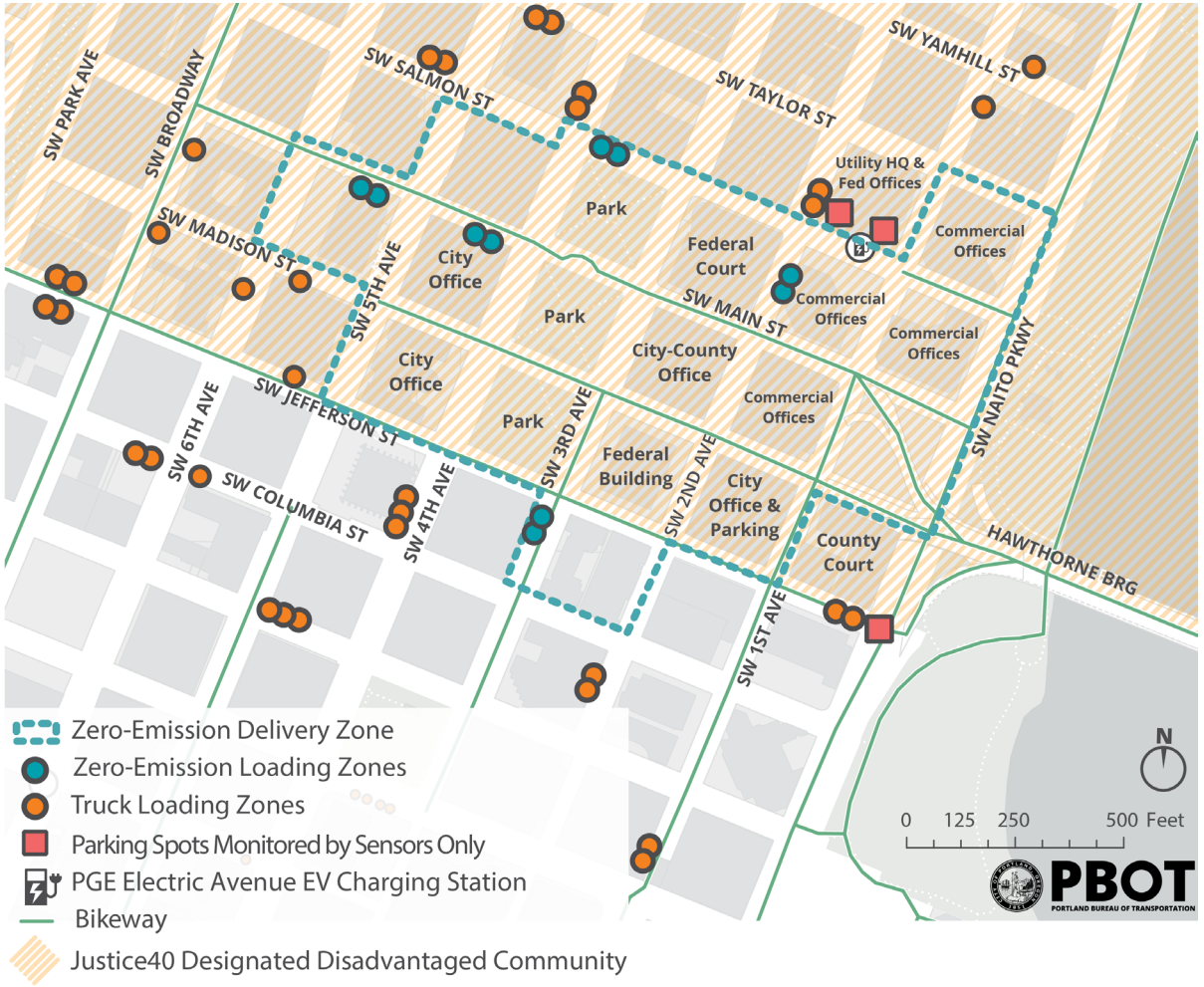
The ZEDZ pilot accomplished 3 key actions

1. **Established a Zero-Emission Delivery Zone (ZEDZ)**
   - Regulated through parking permits (the first in the US) to encourage fleet electrification
2. **Used Data, Technology, and Curb Access to Manage**
   - Used high- and low-tech methods to monitor and enforce
3. **Facilitated Cyclelogistics Hub Operations and Last-Mile Solutions**
   - Convened conversations between companies and B-Line Urban Logistics to provide an efficient distribution hub close to downtown without access to zero-emission vehicles



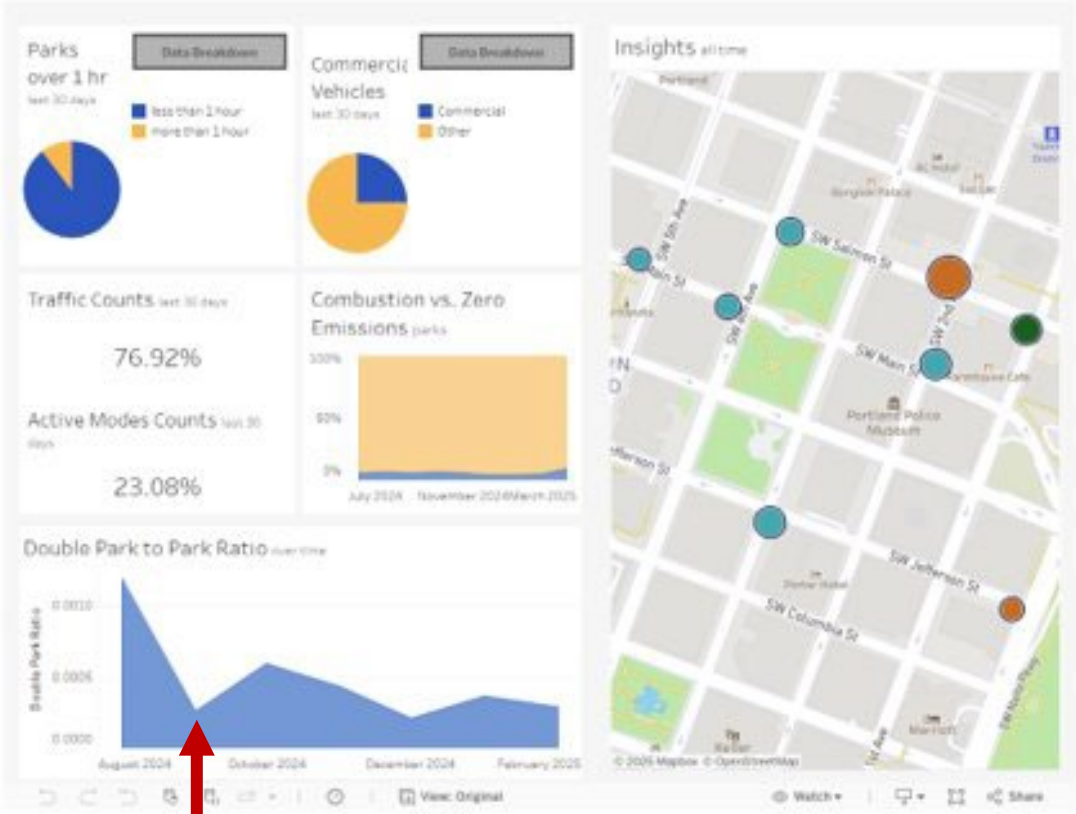
The 6-month demonstration project successfully sent market signals

- Engaged over **40 different stakeholders**
- Approved **66 zero-emission vehicle permits**
- For this project alone: **Amazon rerouted** to utilize Rivians, **DHL purchased their first Portland EVs and EVSE**, and **FedEx deployed their first Portland EVs**
- PBOT used SMART grant funds to help purchase an EV for City deliveries, showcasing its commitment **to leading by example**



Innovative technology created a greater understanding of curb management

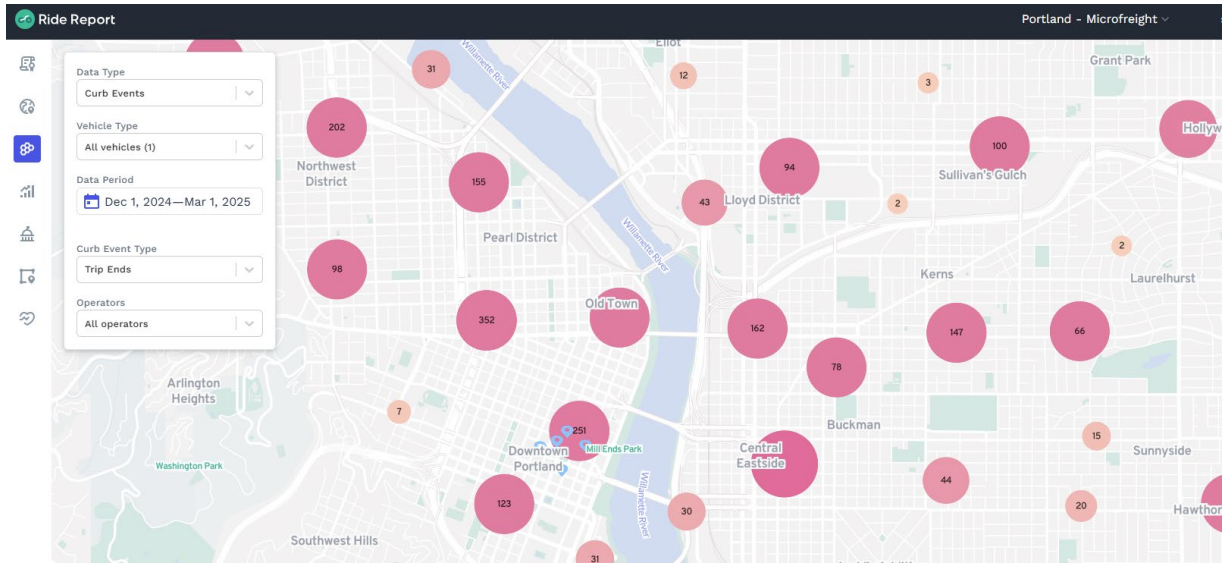
- PBOT partnered with INRIX to **digitize all the parking and loading rules**
- PBOT installed **16 sensors** to understand how the loading zones were used
- Video monitoring created a common understanding of **problematic issues in truck loading zones – 75% unauthorized users**
- PBOT created the **first known MDS (open-source standard) feed for a logistics company** in the country



ZEDZ
pilot launches

B-Line partnership created opportunities to diversify goods movement

- PBOT's contract with B-Line **allowed 6 businesses within the project area to trial diverting deliveries**
- PBOT used SMART funding to **incentivize B-Line's purchase of their first zero-emission vehicle**
- B-Line installed IoT devices on their e-trikes to **share route data, providing new insights to the city**



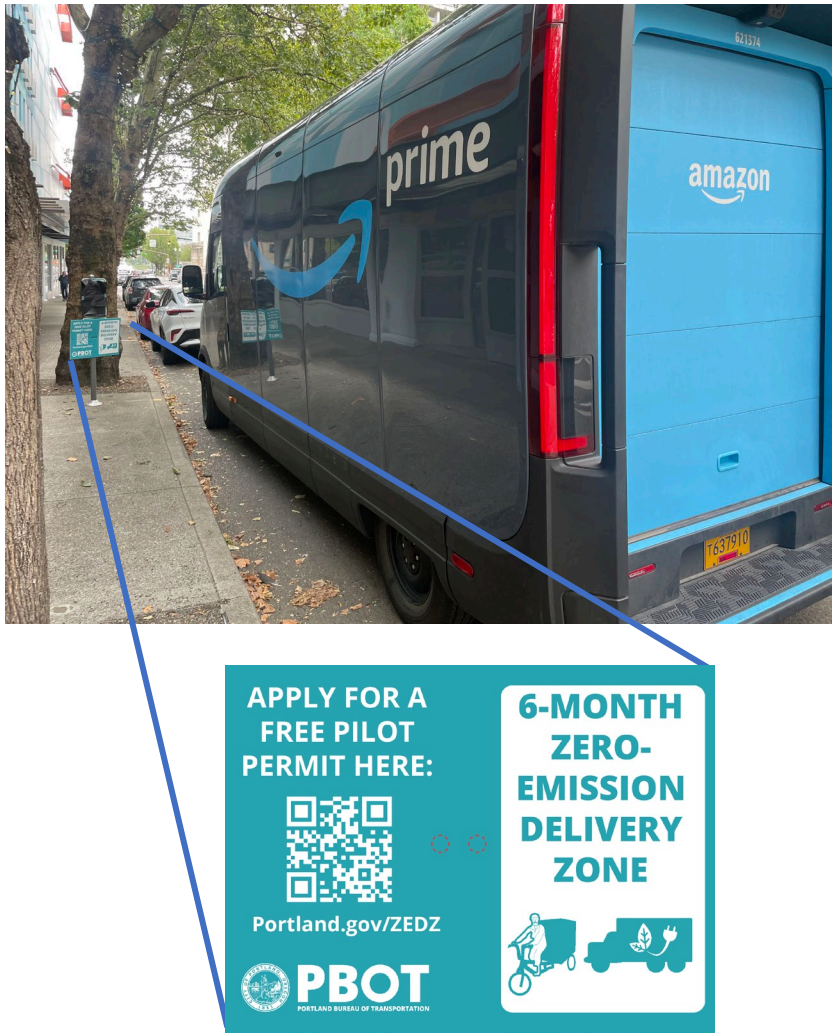
Lessons Learned

1. Identify your assets and challenges
2. **Connect with peer cities**
3. Have an engagement plan from the beginning
4. **Collaborate with key industry partners**
5. Use data to illustrate the problem
6. Find your champions
7. **Start small but plan to scale**
8. Use tools that are easy to replicate
9. Balance speed with transparency
10. Understand the things that are out of your control

Next Steps

Moving forward

- Releasing pilot report in Fall 2025
- PBOT has engaged a consultant to start a research project around Commercial Loading Zone Programs across the country
- This project will:
  - Assess current conditions in Portland
  - Research best practices from other cities
  - Engage curb users from across industries and sectors
  - Develop preliminary policy recommendations



225 Interchange

Construction Status Update

Ram Mothe, P.E. , S.E., PMP

HCTRA

July 2025

Today's Agenda

- Update on the 225 interchange construction
  - Project limits
  - Timeline
  - Design coordination
  - Current construction
  - Challenges

Project Limits

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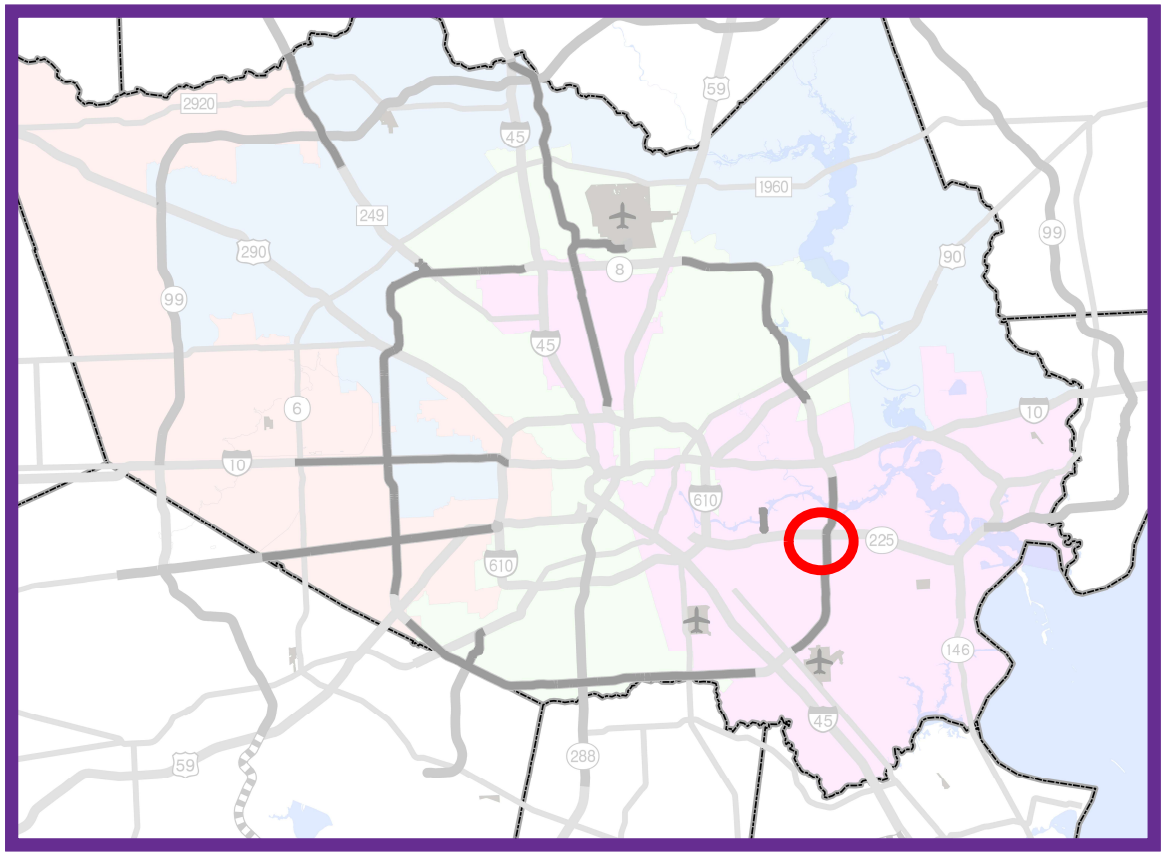
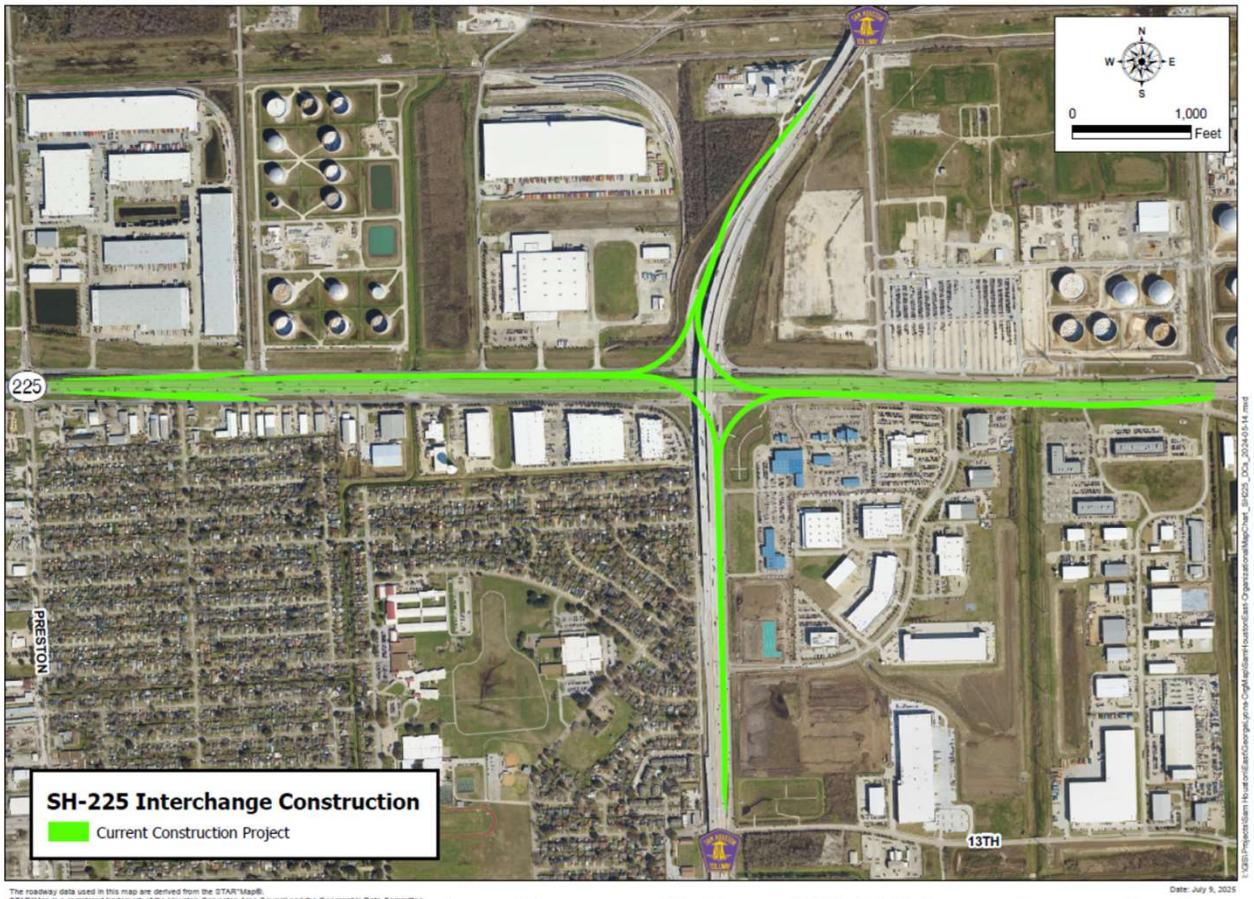
Project Location



Current Construction Project



The roadway data used in this map are derived from the STAR*Map®.
STAR*Map is a registered trademark of the Houston-Galveston Area Council and the Geographic Data Committee.

Date: July 9, 2025

Sam Houston Tollway/SH-225 Interchange Project

Timeline

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Current Construction Status

- NTP – January 6, 2025
- As of today:
  - 16% by time
  - 24% by cost
- Targeted substantial for current construction project is early 2028

Partnership

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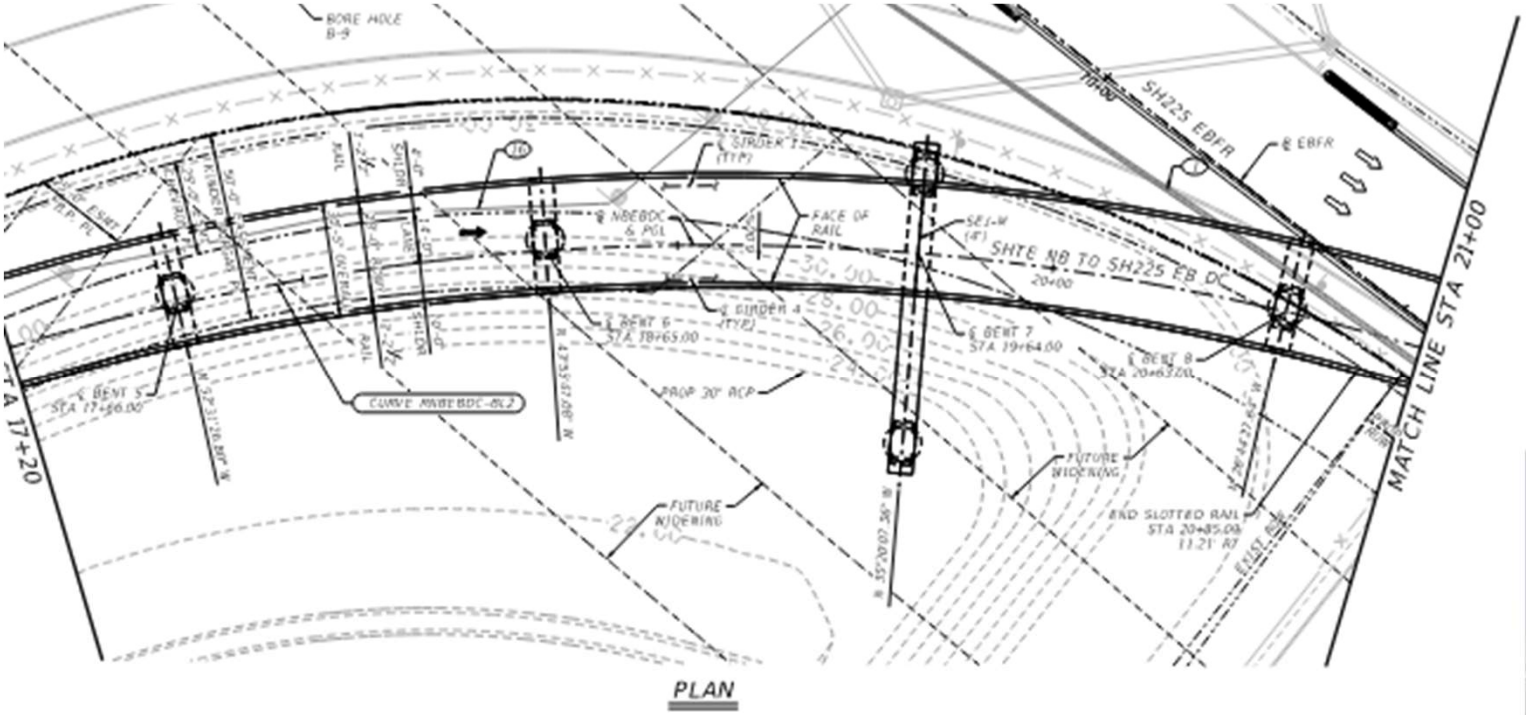
TxDOT 225 PEL Coordination

TxDOT 225 PEL Coordination



PLAN

Construction Status

HCTRA

Drilled Shaft Installation

SOUTHBOUND-WESTBOUND DIRECT CONNECT

	Drill Shaft	Foundation Layout	Column Height	Column Type	Note
Bent 2	4 - 48" DIA X 86'	DSF-1	49'	D42	
Bent 3	4 - 48" DIA X 87'	DSF-1	58'	D42	
Bent 4	4 - 48" DIA X 87'	DSF-1	65'	E52	
Bent 5	4 - 48" DIA X 90'	DSF-1	65'	E52	
Bent 6	4 - 48" DIA X 89'	DSF-1	64'	E52	
Bent 7	1 - 120" DIA X 90'	DSF-2	63'	E52	
Bent 8	1 - 120" DIA X 90'	DSF-2	60'	E52	
Bent 9	1 - 96" DIA X 85' (LT) 1 - 120" DIA X 122' (RT)	DSF-2	60' (LT) 55' (RT)	H42 (LT) D42(RT)	
Bent 10	1 - 96" DIA X 107' (LT) 1 - 120" DIA X 103' (RT)	DSF-3	56' (LT) 49' (RT)	H42 (LT) D42(RT)	
Bent 11	2 - 96" DIA X 93'	DSF-3	50'(LT) 48' (RT)	H42	
Bent 12	1 - 120" DIA X 95'	DSF-2	45'	C35	
Bent 13	2 - 96" DIA X 112'	DSF-3	39'	035	
Bent 14	1 - 120" DIA X 101'	DSF-2	37'	C30	
Bent 15	1 - 120" DIA X 102'	DSF-2	33'	C30	
Bent 16	1 - 120" DIA X 97'	DSF-2	27'	C25	
Bent 17	1 - 96" DIA X 98'	DSF-3	24'	B18	
Bent 18	1 - 96" DIA X 98'	DSF-3	19'	A	
Bent 19	1 - 96" DIA X 95'	DSF-3	15'	A	
Bent 20	1 - 96" DIA X 93'	DSF-3	11'	A	
Bent 21	1 - 96" DIA X 110'	DSF-3	6'	A	
Abut 22	3 - 36" DIA X 79'				

SOUTHBOUND-EASTBOUND DIRECT CONNECT

	Drill Shaft	Foundation Layout	Column Height	Column Type	Note
Wing Wall	18" DIA X 66'				
Abutment	3-36" DIA X 66'				
Bent 2	1 - 96" DIA X 80'	DSF-1	5'	AS	
Bent 3	1 - 96" DIA X 80'	DSF-1	8'	AS	
Bent 4	1 - 96" DIA X 80'	DSF-1	12'	A	
Bent 5	1 - 96" DIA X 81'	DSF-1	17'	A	
Bent 6	1 - 96" DIA X 84'	DSF-1	22'	A	
Bent 7	1 - 96" DIA X 85'	DSF-1	28'	B18	
Bent 8	1 - 120" DIA X 96'	DSF-2	30'	C25	
Bent 9	1 - 120" DIA X 91'	DSF-2	33'	C25	
Bent 10	1 - 120" DIA X 95'	DSF-2	32'	C25	
Bent 11	1 - 120"DIA X 109'	DSF-2	32'	C25	
Bent 12	1- 120" DIA X 115' (LT) 1 - 120" DIA X 108' (RT)	DSF-2	37'	C25, C30	
Bent 13	1 - 120" DIA X 113' (LT) 1 - 120" DIA X 111' (RT)	DSF-2	40'	C30-1, C35	
Bent 14	1 - 120" DIA X 108'	DSF-2	45'	C35	
Bent 15	1 - 120" DIA X 107'	DSF-2	53'	D42	
Bent 16	1 - 120" DIA X 95'	DSF-2	58'	D42	
Bent 17	1 - 120" DIA X 104'	DSF-2	64'	E52	
Bent 18	1 - 120" DIA X 95'	DSF-3	67'	E52-2	
Bent 19	1 - 144" DIA X 115'	DSF-4	62'	F60	
Bent 20	1 - 144" DIA X 135'	DSF-4	33'	F30	
Bent 21	1 - 144" DIA X 113'	DSF-4	40'	F30	

NORTHBOUND-WESTBOUND DIRECT CONNECT

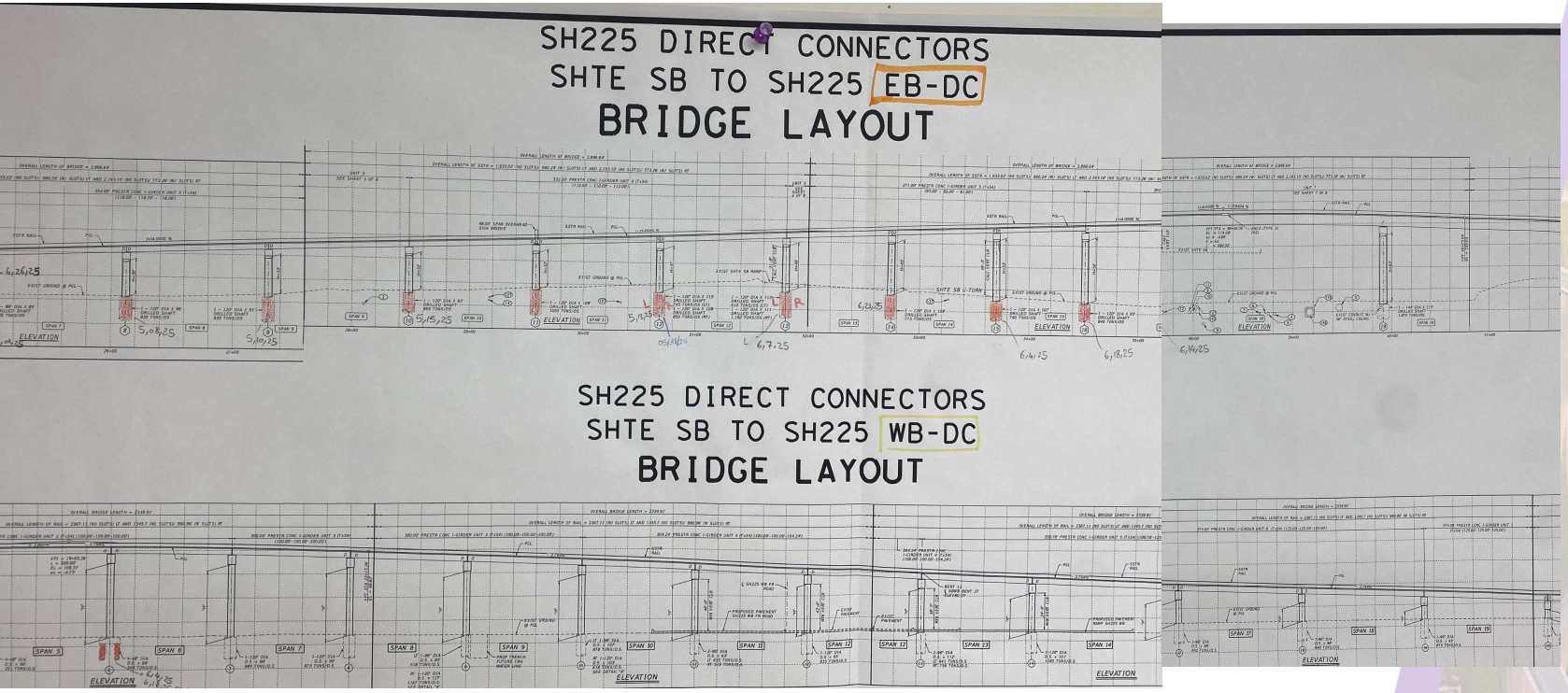
	Drill Shaft	Foundation Layout	Column Height	Column Type	Note
Abut 1	4 - 36" DIA X 68'				
Bent 2	1 - 96" DIA X97'	DSF-1	6'	AS	
Bent 3	1 - 96" DIA X 94'	DSF-1	6'	AS	
Bent 4	1 - 96" DIA X 94'	DSF-1	9'	A	
Bent 5	1 - 96" DIA X 89'	DSF-1	12'	A	
Bent 6	1 - 96" DIA X 90'	DSF-1	15'	A	
Bent 7	1 - 96" DIA X 91'	DSF-1	18'	A	
Bent 8	1 - 96" DIA X 91'	DSF-1	21'	A	
Bent 9	1 - 96" DIA X 84'	DSF-1	26'	B18	
Bent 10	4 - 54" DIA X 81'	DSF-2	28'	C25-1	
Bent 11	1 - 96" DIA X 86' (LT) 1 - 96" DIA X 83' (RT)	DSF-1	32'	B18	
Bent 12	4 - 54" DIA X 95'	DSF-3	35'	F30-1	
Bent 13	2 - 60" DIA X 103'	DSF-4	40'	C35-1	
Bent 14	1 - 120" DIA X 92'	DSF-5	44'	C35	
Bent 15	1 - 120" DIA X 99'	DSF-5	44'	C35	
Bent 16	1 - 120" DIA X 92'	DSF-5	48'	D42	
Bent 17	1 - 120" DIA X 92'	DSF-5	50'	D42	
Bent 18	1 - 120" DIA X 101'	DSF-5	55'	D42	
Bent 19	1 - 120" DIA X 103' (LT) 1 - 120" DIA X 101' (RT)	DSF-5	60'	E52 E52-1	
Bent 20	1 - 120" DIA X 101' (LT) 1 - 120" DIA X 102' (RT)	DSF-5	61'	E52 E52-1	
Bent 21	4 - 48" DIA X 113'	DSF-6	61'	F60-1	
Bent 22	1 - 120" DIA X 123'	DSF-7	65'	E52-2	
Bent 23	4 - 60" DIA X 114'	DSF-8	69'	F60-2	
Bent 24	1 - 144" DIA X 120'	DSF-9	54'	F30	
Bent 25	1 - 144" DIA X 136'	DSF-9	39'	F30	
Bent 26	1 - 120" DIA X 139' (LT) 1 - 120" DIA X 132' (RT)	DSF-5	49'	L30	

NORTHBOUND-EASTBOUND DIRECT CONNECT

	Drill Shaft	Foundation Layout	Column Height	Column Type	Note
Bent 2	2 - 120" DIA X 80'	DSF-2	64.5' (LT) 62' (RT)	E52-M	
Bent 3	1 - 120" DIA X 88'	DSF-2	64.5'	E52	
Bent 4	2 - 120" DIA X 82'	DSF-2	63.5' (LT) 64.5 (RT)	E52	
Bent 5	1 - 120" DIA X 90'	DSF-2	61'	E52	
Bent 6	1 - 120" DIA X 90'	DSF-2	58'	E52	
Bent 7	2 - 120" DIA X 95'	DSF-2	54.5' (LT) 56' (RT)	D42-M	
Bent 8	1 - 120" DIA X 95'	DSF-2	51'	D42-M-1	
Bent 9	2 - 120" DIA X 95'	DSF-2	48' (LT) 45' (RT)	D42-M	
Bent 10	4 - 60" DIA X 110'	DSF-3	44'	C35-M	
Bent 11	2 - 120" DIA X 105'	DSF-2	39' (LT) 42' (RT)	C30	
Bent 12	1 - 120" DIA X 110'	DSF-2	38'	C30	
Bent 13	1 - 120" DIA X 110'	DSF-2	34'	C30	
Bent 14	1 - 120" DIA X 100'	DSF-2	31'	C25-M	
Bent 15	2 - 96" DIA X 80'	DSF-1	27'	B18	
Bent 16	1 - 120" DIA X 90'	DSF-2	22'	A	
Bent 17	1 - 120" DIA X 90'	DSF-2	18'	A	
Bent 18	1 - 120" DIA X 90'	DSF-2	13'	A	
Bent 19	1 - 120" DIA X 90'	DSF-2	9'	A	
Abut 20	4 - 36" DIA X 55'				

Drilled Shaft Installation

- Status as of last week



Drilled Shaft Installation

Drilled Shaft Installation

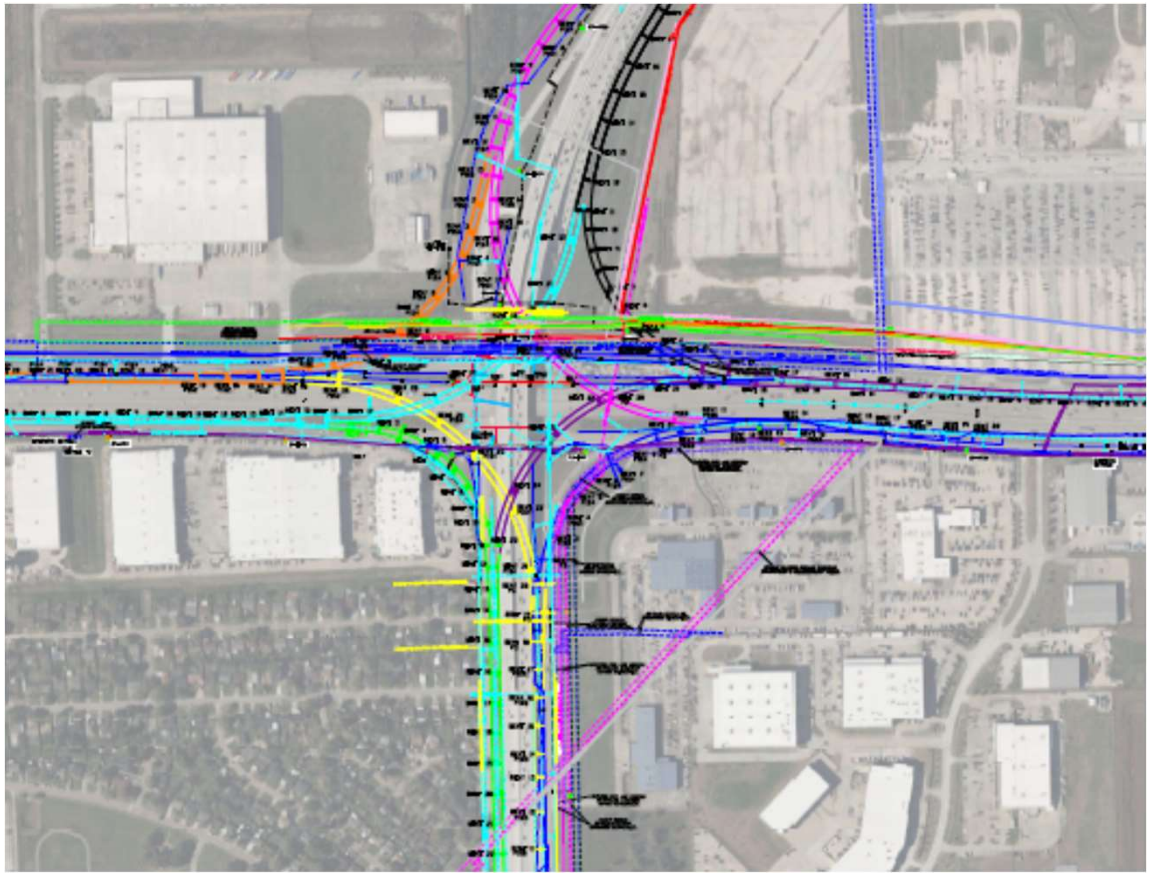
Bent Construction Starting

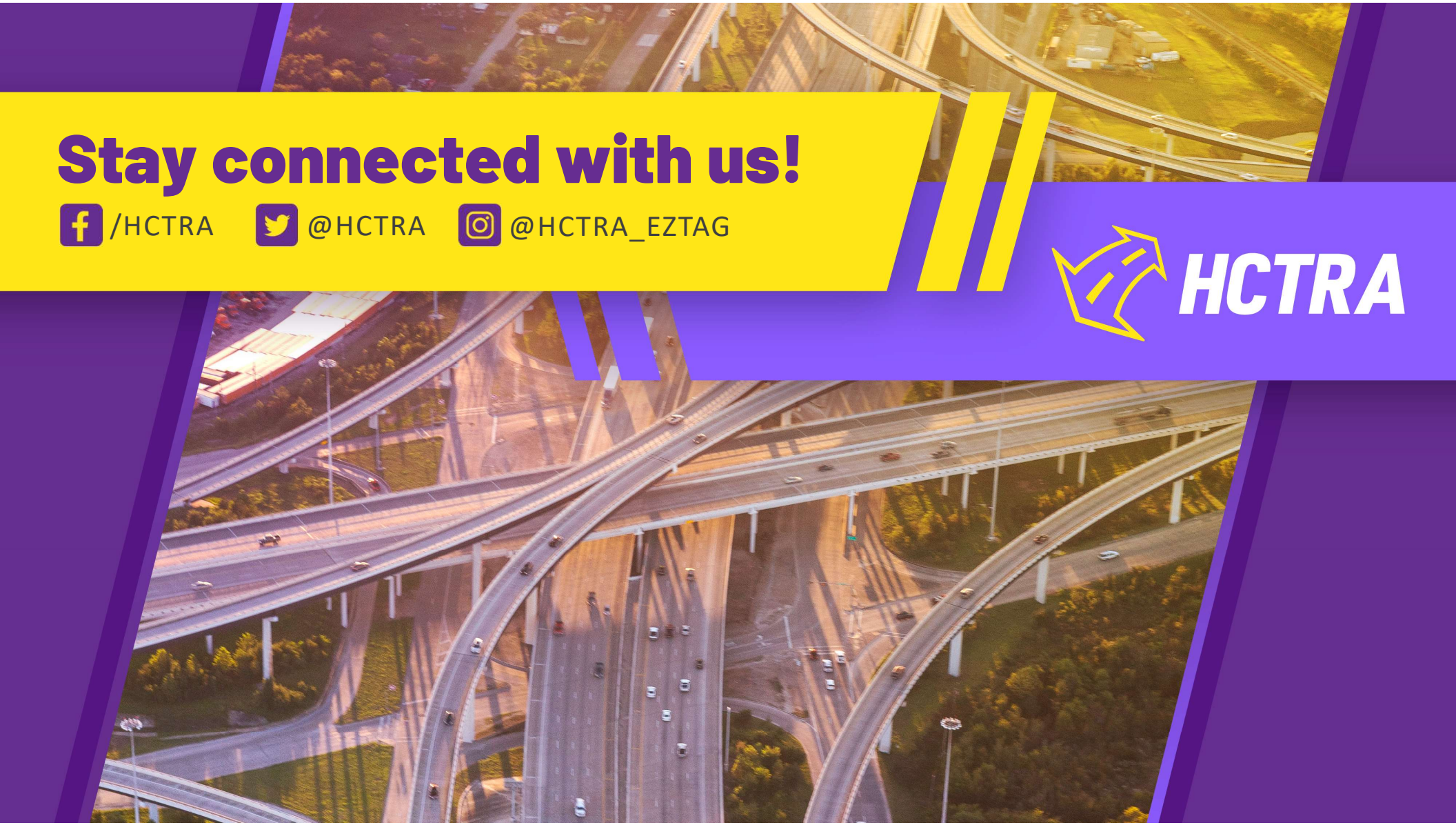
Bent Construction Starting

Challenges

HCTRA

One or Two Utilities……

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Trans-Global Solutions, Inc.

CEDAR PORT™ INDUSTRIAL PARK

TGS CEDAR PORT PRESENTATION

2025

TGS CEDAR PORT
BOUNDARY

TGS CEDAR PORT

INDUSTRIAL DEVELOPMENTS OVERVIEW

- **2017 Prediction:**

  Healthy demand will be maintained to support regional demographic growth and specific industrial markets.

- **2025 Reality:**

  Industrial market demand peaked in 2022, following extreme demand growth beginning 2019

- TGSCP has approximately 25 million SF under roof (including under construction)
  - Added 14.5 million SF since 2017
- TGS entered the market as a developer, with 3.8 million SF developed since August 2020


CPIP
WAREHOUSES
CEDAR PORT™
INDUSTRIAL PARK
TGS


CEDAR PORT™
INDUSTRIAL PARK
TGS
DC 1
1.2M SF
LEASED
DC 2
496K SF
LEASED
DC 3
150K SF
DC 4
1.2M SF
DC 5
609K SF
CPNID
BARGE DOCK
Cargill
vinmar
Ravago
Welcome Group
WebstaurantStore
Foremost fresh direct
Gateway Logistics Group
Gulf Coast Crating
Plastic Express
Capital Development Partners
niagara
SWAT
MAERSK
MSI
Colloids
Veolia
Floor & Decor
Duna-USA
Texas Materials
A CRH Company
Walmart
Borusan Mannesmann
IKEA
John Cockerill
JSW Steel
deugro
TINCI
NFI
ceva Logistics
Berryman Chemical
Brown Strauss Steel
Bechtel
Fiberhawk Logistics
FreezPak Logistics
Westcore
americold
Gulf Stream Marine
Tenaris
National Strand
RBP
SST
Air Products
The Home Depot

WALMART | 4 BUILDINGS, 5.6M SF

HOME DEPOT | 1.2M SF

AMERICOLD | 298K BUILDING

BORUSAN | 45+ AC SITE

BORUSAN MANNESMANN

FLOOR & DECOR | 1.5M SF BUILDING

IKEA | 2x 500K BUILDINGS

WEBSTAURANTSTORE | 644K BUILDING

WebstaurantStore

FOREMOST FRESH DIRECT | 65K BUILDING

GULF COAST CRATING | 341K BUILDING

DC 3 | 150K SF (SPEC)

DC 5 | 609K SF

PBP | 2 BUILDINGS, 832K SF

PLASTIC BAGGING & PACKAGING, INC

PLASTIC EXPRESS | 800K BUILDING

RAVAGO | 720K BUILDING

VINMAR | 500K BUILDING

vinmar

TEXAS MATERIALS | 15.74 AC SITE

TEXAS MATERIALS
A CRH COMPANY

TEXAS MATERIALS | 32 AC YARD

TEXAS MATERIALS
A CRH COMPANY

HARCROS | 72.4K BUILDING

HARCROS

NIAGARA | 611.5K BUILDING

CEDAR PORT™
INDUSTRIAL PARK

TGS

LEASED SITES

BECHTEL | 57.97 AC

EMS | RAILCAR CLEANING SERVICE ON-SITE

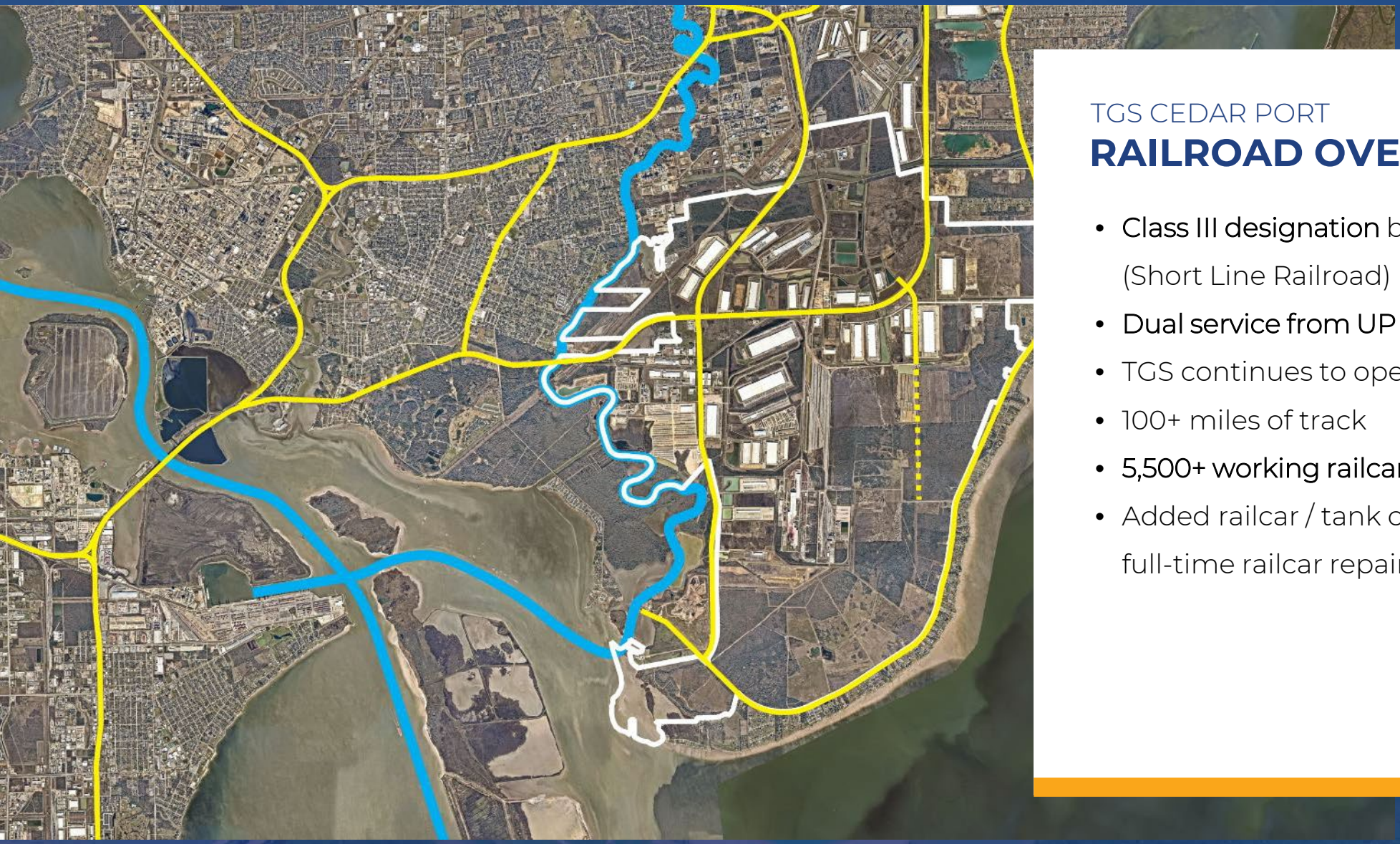
INDUSTRIAL CLEANING
EMS
MANAGEMENT

ZACHRY / McDermott | 210K SF/ 250 Acres

ZACHRY

TGS CEDAR PORT
RAIL SERVICE

CEDAR PORT™ INDUSTRIAL PARK
TGS



TGS CEDAR PORT

RAILROAD OVERVIEW

- **Class III designation** beginning April 1, 2023 (Short Line Railroad)
- **Dual service from UP & BNSF**
- TGS continues to operate all rail within CPIP
- 100+ miles of track
- **5,500+ working railcar storage spots (SIT)**
- Added railcar / tank car wash facility and full-time railcar repair

TGS CEDAR PORT RAILROAD

Z-Yard Rail SIT Yard

TGS CEDAR PORT RAILROAD

Z-Yard Rail SIT Yard

TGS CEDAR PORT RAILROAD

Six Interchange Tracks

Capable of handling 135 railcars each

TGS CEDAR PORT RAILROAD

Six Interchange Tracks

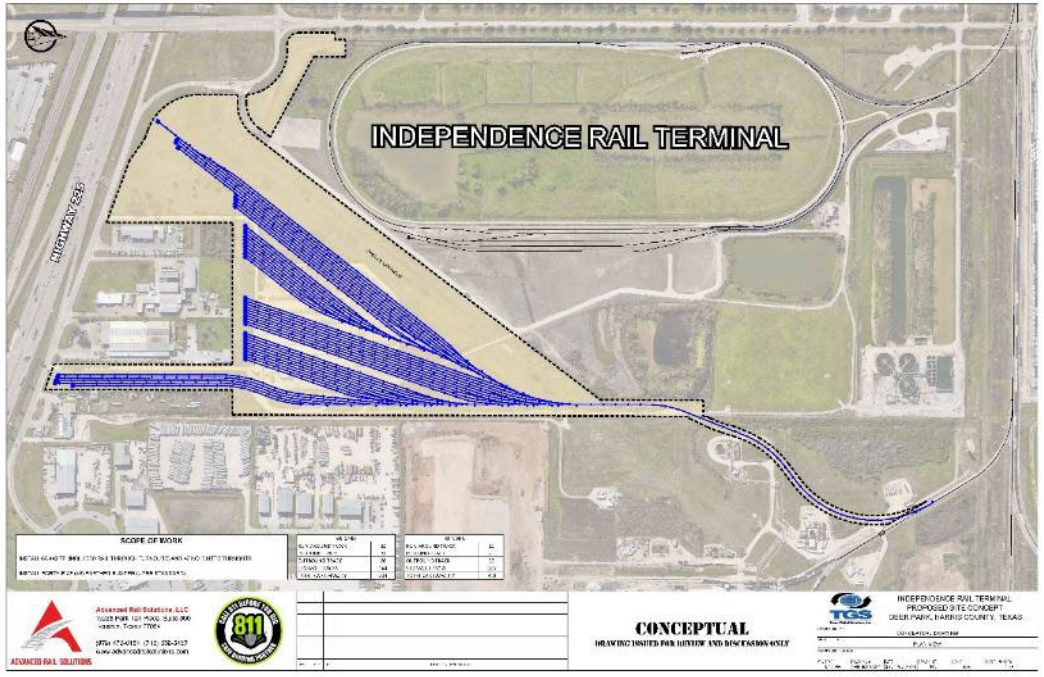
Capable of handling 135 railcars each

TGS CEDAR PORT

TANK RAILCAR CLEANING

- GP Tank, Pressure, and Hopper car man-less entry cleaning system
- Clean and dry 8 cars simultaneously in 1.5 hours
- Nitrogen, Steam, and Degassing services available on-site
- Dedicated service tracks for repairs and recertification

INDEPENDENCE RAIL YARD



Project Description:

- Location: Deer Park, TX
  - Hwy 225 & Independence Parkway
- Construct railcar storage yard that is served by PTRA, 600 to 750 railcar storage spots
- Long-term storage agreement with PTRA-served customers

TGS CEDAR PORT

INDEPENDENCE RAIL YARD

Project Status:

- Land acquisition complete
- PTRA service approved
- Pipeline easement crossing negotiations ongoing

Updates:

- **Pipeline bores are underway (1 of 3 complete)**
- **Estimated completion of first phase of project (400 car spots) Q4 2025**

TGS CEDAR PORT
BARGE

CEDAR PORT™
INDUSTRIAL PARK
TGS

TGS CEDAR PORT | BARGE

2 Barge Dock Terminals
1 more permitted / 1 more permitting

- Cedar Port Navigation and Improvement District (CPNID) has a public barge dock available to qualified operators and stevedores
- Approximately 500,000 tons annually (steel, epc cargo, breakbulk)
- Pipeline corridor and connections close to the barge docks
- Container terminals are a short drive from the Industrial Park
- Ability to handle overweight containers, break bulk, project cargo, and asphalt
- Finger Lakes fleeting area with additional room for dock expansions
- Development-ready waterfront sites available

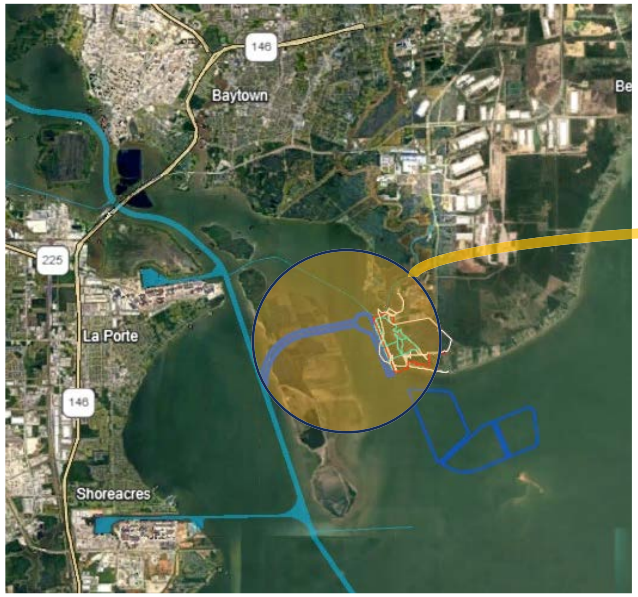
CEDAR BAYOU TOWING, LLC

Cedar Port Barge Dock #1

FINGER LAKES DOCK


TGS CEDAR PORT
DEEPWATER PORT
CEDAR PORT™
INDUSTRIAL PARK
TGS

Future Deepwater Channel and Terminal



- > 19,000,000 c.y. material
- Approx. 4 years to dredge
- **Terminal permitted separately**
- Estimated cost of dredging $650M

Future Deepwater Channel and Terminal

TGS CEDAR PORT

DEEPWATER DOCK

Current Project Update

- Feasibility study in final stages (submitting this summer)
- Asst. Secretary of Army for Civil Works ASA(CW) review August through October
- **Anticipating 2026 Congressional Authorization (WRDA'26)**
- Immediately begin Preconstruction Engineering / Design (PED)
- **Potential Construction Start 2028**

TGS CEDAR PORT INDUSTRIAL PARK

+ **Bill Scott**
  Chairman and Chief Executive Officer
+ **Will Scott**
  President Operations and Development
+ **James Scott**
  President Construction and Development
+ **Richard Scott**
  Principal
+ **Brian Bommer**
  Chief Financial Officer
+ **Matt Fleming**
  VP Business Development
+ **Clayton Henderson**
  Director of Port Development
+ **John Klein**
  Vice President
+ **Roger Lambeth**
  Director of Operations
+ **Craig Cavalier**
  General Counsel

CEDAR PORT™ INDUSTRIAL PARK TGS

THANK YOU!

CEDAR PORT™

INDUSTRIAL PARK

TGS

Grade Separation Planning Program

Greater Houston Freight Committee
7/17/25

Regional Collaboration • Transportation Planning • Multimodal Mobility

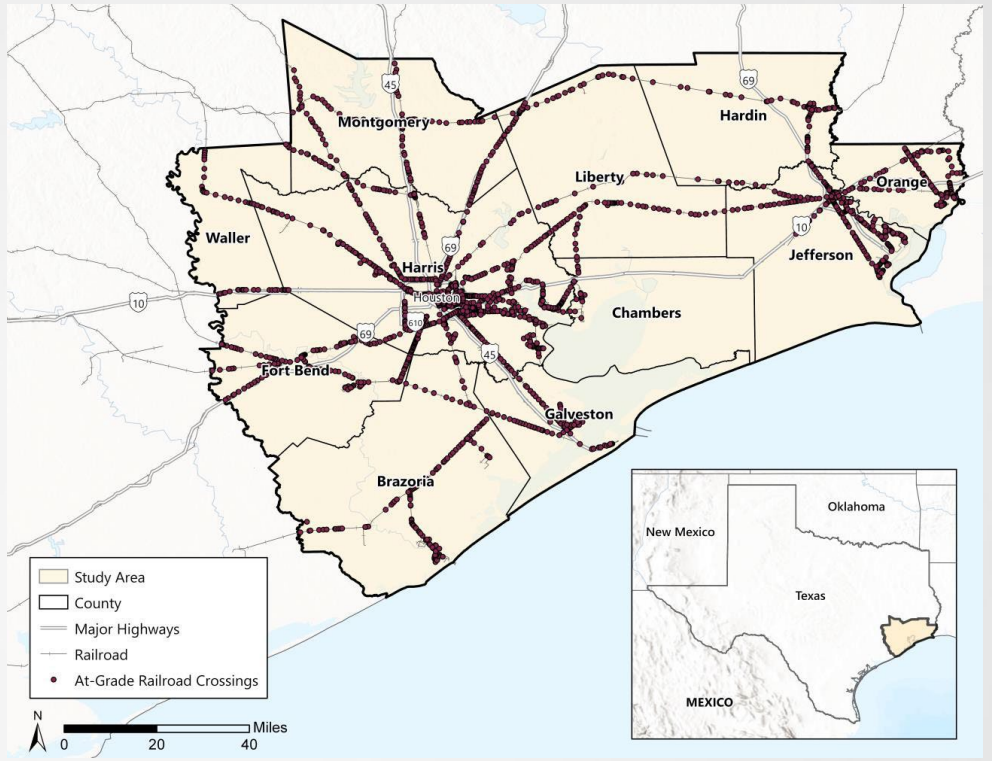
Houston-Galveston Area Council

What we'll talk about

- Rail in the region
- Regional Crossing Catalog
- Proposed Grade Separation Pilot Program

The State of Rail Crossings in the Region

- 10,384 rail miles in Texas, the most rail miles in the US (TX Freight Mobility Plan)
- Home to 54 railroads: 3 Class I railroads: UPRR, BNSF, and 51 short line operators (AAR)
- Over 1,000 miles of track within the region
- 1,100 at-grade crossings within the H-GAC region
- Railroads moved the equivalent of 21.4 million trucks in Texas in 2022 (AAR)



Regional Crossing Study Overview

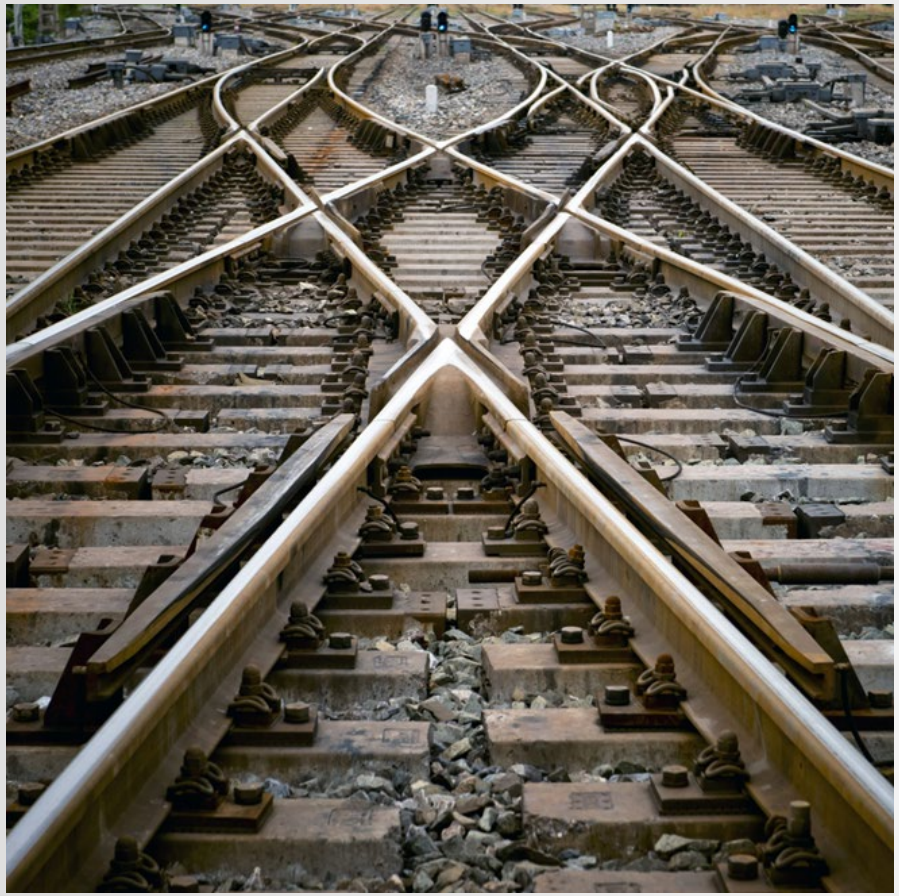
Draft Regional Railroad Crossing Catalog for the 8-County Region

- HBFRS Grade Separation Recommendation
- Capacity building
- Crossing Closures
- H-GAC requested crossings

Studies that informed the above catalog

- 2021 TxDOT-funded Houston Beaumont Freight Rail study (HBFRS)
  - 59 recommended for GS, 17 closures, and 23 capacity-building projects.
- HART requested that the 2024 TxDOT HBFRS focus on the East End,
  - 10 crossings for review, and TxDOT recommended 4 rail operational improvements.

Regional Crossing Study Overview



Studies that informed the above catalog (con)

- TxDOT Glidden Sub Technical Memo
  - 18 GS recommended, 15 closures, and 10 operational improvements
- East End Triangle R.A.I.L.S. Plan (future)

H-GAC Calls for Priorities

- H- GAC reviewed submitted locations and compared them to the locations in the previously completed TxDOT studies.
  - 20 locations submitted have not been studied

Rail Grade Crossing Project Process

Proposed new freight program: Freight Grade Separation Planning program.

- 2-year program under the New UPWP
- 10 individual crossing locations and/or one small corridor *(per year)*

Subregional Study eligibility

- Political entities with jurisdiction within the region, such as municipalities, counties, transit agencies, school districts, etc.
- Must be a study or plan, will not develop signed engineering work.
- Requests must have the ability to be completed within two (2) years.

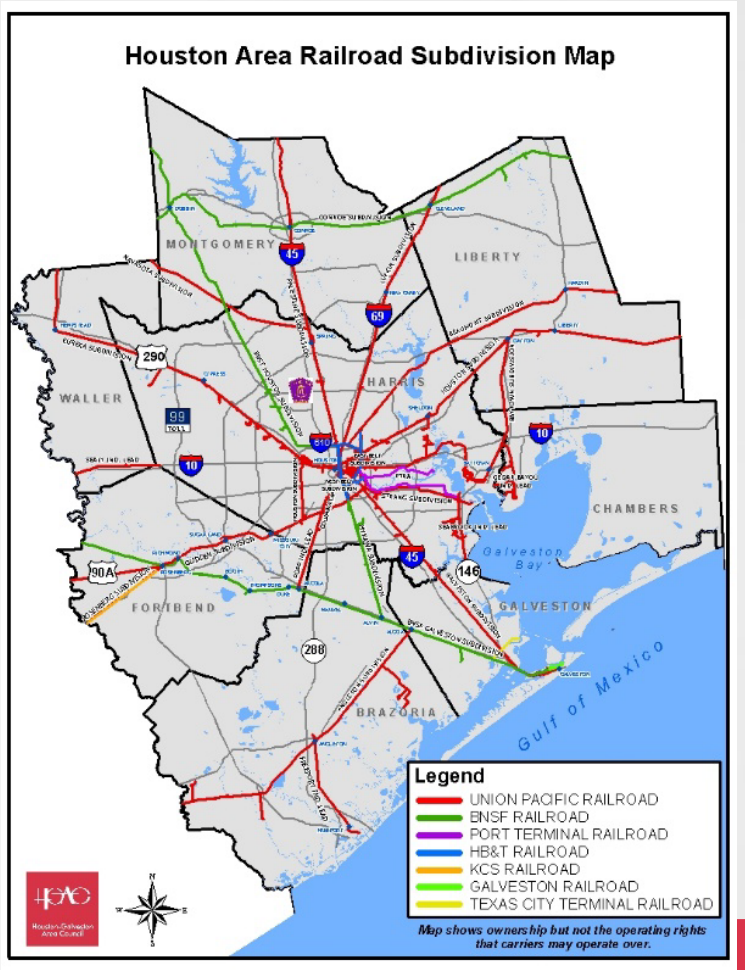
Requests & Approvals

- Ten locations will be accepted within the two-year UPWP cycle under the initial pilot
- Priority will be given to plans and studies that best meet the Evaluation Criteria.

How H-GAC Can Help

Why are the H-GAC studies needed?

- Ensure regional coverage
- Launches the starting point for the project development process
- Compete for additional funding opportunities
  - TIP (project selection) process
  - $250M statewide grant program
  - Federal grants



Studies to include

H-GAC and Consultant-led studies are anticipated to include:

1. Feasibility of grade crossing improvement recommendations
2. Corridor operational improvement recommendations (corridors only)
3. Rough order of magnitude (planning level) Benefit-Cost Analysis
4. Preliminary concepts
5. Preliminary funding sources for consideration
6. Implementation strategy

Evaluation Criteria

1. Weight Assignment: Each factor is assigned a weight that reflects its importance in the overall evaluation, ranging from *1 (least important) to 5 (very important)*.
2. Criteria Definition: Factors are defined to clearly explain what data is needed and where to find it.
3. Scoring: Each submitted crossing location is evaluated and scored against the defined factors. Scoring is a combination of numerical (e.g., 1-3 scale) and categorical (e.g., "Yes" or "No") scores.
4. Weighted Score Calculation: For each factor, the score is multiplied by its corresponding weight to get a weighted score. The overall score for each option is then calculated by adding up these weighted scores.
    - [Weighted Score = $\sum$ (Score × Weight)]
5. Decision Making: The crossing location with the highest weighted score is considered the most suitable choice based on the evaluated criteria. If there are ties in the scores, additional factors like Gade Crossing Accident Prediction (GXAPS) Score and Protection Type will be used to further evaluate the location.

Evaluation Criteria

Factor	Weight	Description and Consideration	Score
No. of tracks	2	Number of tracks intersecting roads. You can find this data in the Crossing Inventory Listing.	≥5 = 3 pts 3-4 = 2 pts <2 = 1 pts
Trains per day (both through and switching movements)	5	Number of trains per day on intersecting railroads. You can find this data in the Crossing Inventory Listing. Will also include switching trains.	≥50 = 3 pts 26-49 = 2 pts 0-25 = 1 pts
Reported Blocked crossings	3	Number of reported blockages over a 12-month period, as found on the FRA Blocked Crossing Portal.	≥61 = 3 pts 16-60 = 2 pts 0-15 = 1 pts
Police/fire/EMS distance	4	Fire, EMS, or Police station within one-fourth mile of crossing. Blocked crossings can delay emergency services from providing timely life-saving care. We'll use the H-GAC ACE Tool to figure out if a location falls within this buffer zone.	Yes = 3 pts No = 1 pts

[1] Track data reported in Crossing Inventory Listing https://data.transportation.gov/stories/s/Crossing-Inventory-Listing/ejv6-cpdh/
[2] Train ADT found in the crossing Inventor
[3] Reports the amount of time a crossing is blocked. Page 4, Blocked Crossing Portal, https://railroads.dot.gov/sites/fra.dot.gov/files/2024-01/FRA%20Report%20to%20Congress_Blocked%20Crossing%20Portal.pdf

Evaluation Criteria

Factor	Weight	Description and Consideration	Score
Proximity to school	5	For this factor, we'll consider schools within a quarter of a mile of the crossing. Train blockages can create barriers to schools.	Yes = 3 pts No = 1 pts
Crash History	5	Reports on incidents, fatalities, and serious injuries that occur at rail crossings per year.	>10 = 3 pts 5-10 = 2 pts <5 = 1 pt
High Injury Network	3	Grade crossings may impact the safety records of HIN streets; removing a vehicle-train interaction will improve safety.	Yes = 3 pts No = 1 pts
City/County Services	1	Proximity to other public destinations, including community centers, hospitals, health department facilities, and libraries, within a quarter mile.	Yes = 3 pts No = 1 pts
Supply Chain or freight generator	2	Proximity to freight generators, within a quarter mile.	Yes = 3 pts No = 1 pts

[1] Highway-Rail Grade Crossing Incident, Fatalities, and Injuries list - https://data.transportation.gov/stories/s/Highway-Rail-Grade-Crossing-Incidents-Fatalities-a/bda5-32at/ n

Evaluation Criteria

Factor	Weight	Description and Consideration	Score
Distance to nearest grade separation	4	The existence of a parallel grade separation is within a half mile.	Yes = 1 pts No = 3 pts
AADT Score	3	Vehicle volumes on the intersection roadway.	≥20k/day = 3 pts 1k-20k/day = 2 pts <1k/day = 1 pts
Road Classification	3	Street classification on Major Thoroughfare and Freeway Plan.	Major = 3 Collector = 2 Local = 1

Thank you

Questions

Announcements

Houston-Galveston Clean Cities Coalition Stakeholder Meeting

- Date: July 22, 12:00 – 1:30 PM
- Highlights:
  - Presentation by Mr. Dan Goff of Kodiak on Autonomous Trucking
  - Review of the draft results of our annual report

Statewide Clean Cities Webinar – EV Charging Solutions

- Date: July 24, 10:00 – 11:00 AM
- Special Guests: Beam, XCharge, and AK Power Solutions
- Focus:
  - Learn about advanced energy management and resiliency applications from industry leaders

DFW Clean Cities Event – EV Codes Roundtable

- Date: July 30, 1:00 – 2:00 PM
- Purpose:
  - Collaborative roundtable discussion on EV codes
  - We encourage you to attend and see if you would be interested in having a similar event hosted for our region

How to get Involved

- Attend public meetings
- Take a survey
- Website: RTP2050.com
- Join stakeholder group
- Signup for news

Next Meeting

October 17, 2025, 9 am – 12 pm

- Touring the Union Pacific Englewood Yard and Port Houston
- Sign up for the tour by September 19th
  - Link will be sent out with the follow-up materials

Greater Houston Freight Committee Tour

Thank you

- Upcoming Meetings

July 25, 2025 - Transportation Policy Council Meeting

July 29, 2025 – Transportation Safety Committee

August 13, 2025 – Transportation Advisory Committee Meeting