



Call for Freight Grade Separation Studies Information Session



September 24, 2026



Call for Grade Separation Feasibility Studies

Overview

Planning-level feasibility studies for transformative improvements that ensure safer, faster, and more reliable transportation in our region. 100% funded by H-GAC.

Studies will:

- Ensure regional coverage (Rural and Urban)
- Prepare projects for continued development
- Compete for additional funding opportunities
 - TIP (project selection) process
 - \$250M statewide grant program
 - Federal grants

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Eligibility

- Local sponsor with implementation authority.
- Other sponsors must have a letter of support from the agency with implementation authority in the agency with implementation authority within the study area.

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Project Eligibility

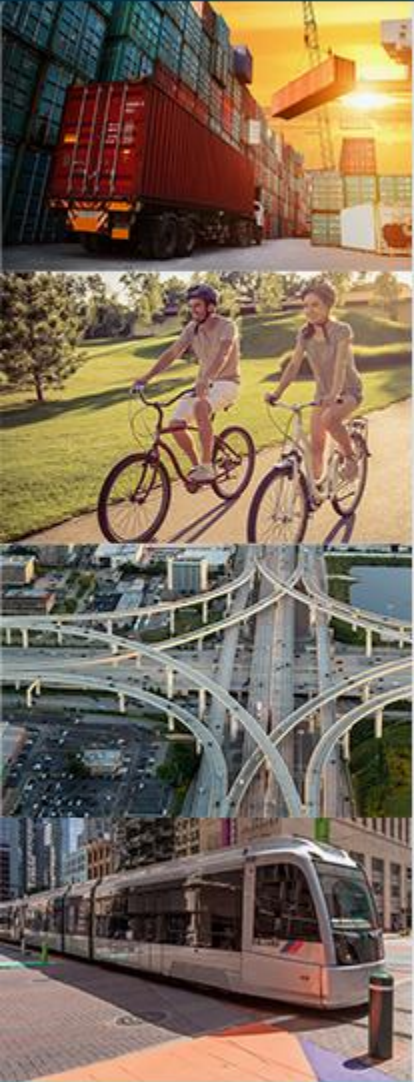
- The study must be a planning feasibility study. Sponsors can submit study requests for the following:
 - A single crossing intersection or,
 - A corridor with no fewer than five (5) and no more than ten (10) crossing consecutive locations aligned along a rail subdivision.
- The submitted crossing(s) may be classified as either off-system or on-system*.

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Project Eligibility con.

- Study locations must have the ability to be completed within one (1) calendar year.
- Project must address a roadway and rail crossing (at-grade) intended for vehicular traffic.
- The project must demonstrate the potential to provide safety and congestion relief to the project area.
- Crossing location(s) cannot have had a feasibility study in the past 10 years.

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H-GAC-led studies are anticipated to include:

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

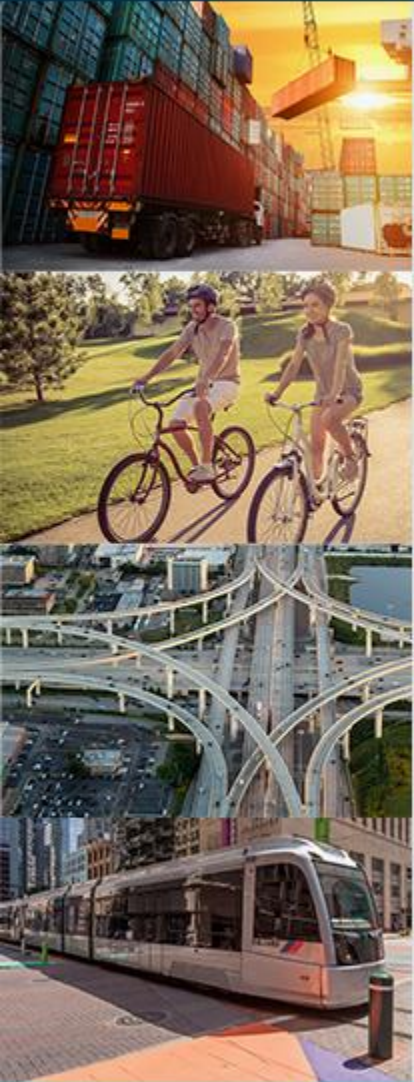
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Program Funding

May not be used for the following:

- Final Design and/or detailed engineering drawings
- Environmental Impact Assessments
- Utility relocation or construction costs
- Construction inspection or permitting fees

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Project Submission Evaluation

Crossing Location Selection:

1. Weighted assignment
2. Criteria Definition
3. Scoring
4. Weighted scoring calculation
 1. [Weighted Score = $\sum (\text{Score} \times \text{Weight})$]
5. Decision making

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Evaluation Criteria

FACTOR	WEIGHT	DESCRIPTION AND CONSIDERATION	SCORE
No. of tracks	2	Number of tracks intersecting roads.	≥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. It 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 a quarter mile of the crossing. Blocked crossings can delay emergency services from providing timely life-saving care.	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

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FACTOR	WEIGHT	DESCRIPTION AND CONSIDERATION	SCORE
Proximity to school	5	For this factor, we'll consider schools within a quarter 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 within a quarter mile . i.e community centers, hospitals, health department facilities, and libraries	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>

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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

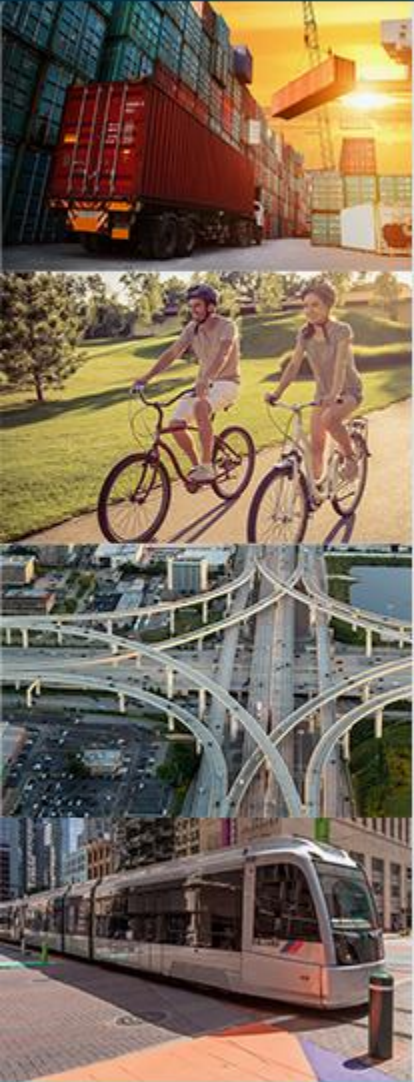
*Roadway Functional Classification breakdown

Major - interstate/freeway, principal arterial and minor arterial

Collector – major and minor collectors

Local - local

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- [Detailed Guidelines for Freight Grade Separation Studies](#)

Submissions Portals

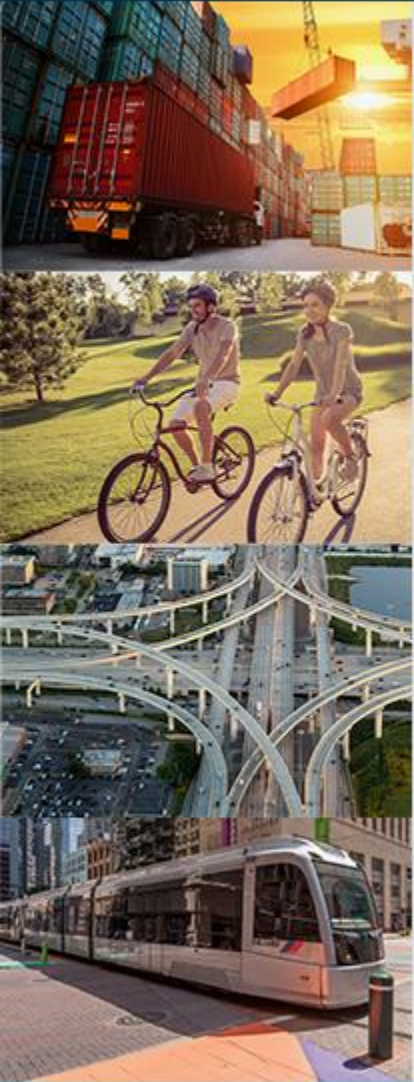


- [Corridor Crossing](#)



- [Individual Crossing](#)

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Important Dates

Project Submission Period	September 14 th – October 9 th
Virtual Information Session	September 24 th , 1 pm – 3 pm
Online Submission Portal Closes	October 9 th at 5 pm
Evaluate Submittals	October 23 rd
Finalize Draft Prioritized List	October 30 th

Thank you

Questions??

Staff contact

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