

To: Surface Transportation Board
From: Lindsay Williams, Resident, East End of Houston
Date: May 7, 2026
Re: Finance Docket No. 36873, Comment from a Resident of Houston's East End

ENTERED
 Office of Chief Counsel
 May 8, 2026
 Part of
 Public Record

To Chairman Fuchs and Members of the Surface Transportation Board:

On March 25, 2026, at a Houston City Hall meeting hosted by Council Member Alejandra Salinas, Cindy Clifford, the governmental affairs lobbyist retained by Union Pacific to advance this merger in Houston, told the room: "What I didn't know is they can't stop. Did you know that?" Trains had stopped on the Galveston Subdivision in my neighborhood for an hour and a half that same morning. They had stopped for seventeen consecutive hours on July 23, 2025. The lobbyist's framing is contradicted by Union Pacific's own data, by the FRA blocked-crossing portal, and by the lived experience of every resident in our community.

I am a resident of Houston's East End with no financial interest in this proceeding. For more than five years, I have worked on the forefront of the railroad problem in our community, serving in the following capacities, several of which place me in formal stakeholder rooms with Union Pacific representatives on a regular basis:

- Community Advisory Board Member, The Houston Area Rail Transformation (THE HART), where Union Pacific is a participating stakeholder
- Community Advisory Board Member, Harris County Precinct 2 (Commissioner Adrian Garcia)
- Member, East End District Rail Safety Task Force
- Technical Advisory Group, East End District Safe Streets for All Program
- Chair, Trains Committee, Eastwood Civic Association

Il have spent years across the table from Union Pacific in formal settings. The disconnect documented at the March 25 meeting is not a simple misunderstanding between strangers.

The Lobbyist Account, in Her Own Words

In the same meeting, Ms. Clifford described to Council Member Salinas how Union Pacific responds to elected officials when trains stop:

"Oh, probably once a week I'll get a text from somebody, a council member, that will say, 'Hey, there's a train that's been there for 10 minutes or 30 minutes. What do you know?' and then Richard just jumps in. I tell Richard, okay, it's moving in 10 minutes."

After I pressed on the disparity in operational responsiveness, Ms. Clifford reversed her account: "There's nothing Richard can do to move it." Both statements were made in the same conversation, by the same Union Pacific representative, on the same operational question. They cannot both be correct. The first is consistent with the practice Ms. Clifford described and with what residents have observed for years. The second is the answer that arrived once the practice was challenged.

When I asked why my calls to Union Pacific's public-facing line, shown on the blue crossing signs, routinely disconnected, Ms. Clifford asked who was hanging up on me. The answer was

Union Pacific. Mr. Richard Zientek, Union Pacific's Government Affairs representative for the Greater Houston region, then stated his responsiveness is the same across the board. That assurance is contradicted by the practice Ms. Clifford had just described.

The Capital Investment Claim

Council Member Salinas asked Mr. Zientek directly whether the \$300 million in capacity projects Union Pacific had been describing were "things you all were gonna sort of do regardless of the merger." Mr. Zientek answered yes. The application takes credit, in its public-interest narrative, for capital commitments that exist independent of the transaction. The "we will invest in Houston" framing Union Pacific uses publicly describes spending already planned, repackaged into a merger-benefits narrative.

When I then shared figures drawn directly from Union Pacific's filing—the projected 209% increase in daily truck traffic at Settegast Yard, the projected 36% increase in trains between Tower 26 and Tower 87, and the gap between Englewood's roughly 5,000-foot yard capacity and Union Pacific's 15,000-foot trains (which leaves 10,000 feet of train sitting on streets in our neighborhoods), Mr. Zientek was not familiar with the figures. He continued to express surprise after I showed him the relevant pages of the filing. I told the meeting on the record that what Union Pacific's representatives were describing in our community was diametrically opposed to what is in the company's own application.

A Pattern Across the Docket

The conduct documented at the March 25 meeting is consistent with a broader pattern in this record. Canadian National Railway has filed a comment in this docket, noting that Union Pacific's projected truck volume at Settegast appears understated and that an accurate number would trigger a bypass in environmental review. Commissioner Rodney Ellis filed a clarification on March 10, 2026 (STB filing 310966) stating that his name was used on a letter of support without his authorization. USD Group LLC filed on February 4, 2026 (STB filing 310831), withdrawing its prior support and explicitly taking no position. The State of New York Department of Transportation filed on May 7, 2026, identifying additional specific omissions in the network map and the passenger rail impact analysis. Multiple independent commenters have flagged disclosure problems on the same record.

Documented Harms in Our Community

The practice Ms. Clifford described as a routine convenience is, for residents, a sustained public safety crisis. The three most severe incidents in our record are these:

- In 2023, an infant died after first responders were rerouted around blocked crossings on the way to the call.
- On February 2, 2024, East Early College High School entered lockdown after a report of a student with a firearm on campus. A Houston Police Sergeant was heard on scanner traffic stating he could not reach the school because of stopped trains.
- On June 22, 2024, between 9:40 a.m. and 12:40 p.m., a Galveston Subdivision train blocked Eastwood Street. A caregiver lifted a stroller carrying a child over the coupler between two railcars to cross. Baby supplies were slid under the railcar separately. The footage is publicly available.

Representative incidents from the last twelve months include:

- On July 23, 2025, the Galveston Subdivision was blocked for seventeen consecutive hours.
- On February 25, 2026, a Galveston Subdivision train blocked multiple crossings from 5:20 to 7:51 a.m. during the morning rush, with adults and children climbing under and between rail cars to reach work and school.
- On April 3, 2026, a person lifted a child over the coupler between two tank cars at Lockwood Drive to cross.
- On April 11, 2026, a pedestrian was struck by a train at the West Belt and Commerce Street.
- On April 21, 2026, at approximately 11:28 p.m., a freight train collided with a stopped vehicle at the West Belt's Sampson Street grade crossing.

A fuller log of documented incidents is provided in Exhibit A. Adults, children, cyclists, caregivers, and emergency responders are routinely required to crawl under, climb between, or detour around Union Pacific equipment to navigate their own neighborhood. Union Pacific's TrackSafe Houston safety campaign carries the slogan "When the gates are down, don't go around" and asks residents to behave in ways the company's operations make impossible.

Schools

The schools whose students cross these tracks daily include Milby High School, Stephen F. Austin High School, East Early College High School, Eastwood Academy, KIPP Explore East End, YES Prep East End, Lantrip Elementary, JP Henderson Elementary, Carrillo Elementary, Gallegos Elementary, Edison Middle School, De Zavala Elementary, Briscoe Elementary, Yolanda Black Navarro Middle School, Burnet Elementary, and Tijerina Elementary. Mr. Zientek represented at the March 25 meeting that Union Pacific educates principals to refrain from marking students tardy when blockages prevent timely arrival. Teachers in our community report that the practice of marking students tardy continues. Under the HISD state takeover, an unexcused tardy carries weight, and for many of our students, a missed first period is a missed breakfast and a disciplinary mark. For many students in the area, that could be their only meal of the day. The disconnect between Union Pacific's stated outreach and the documented experience of children in this district is the same disconnect that runs through the rest of this filing.

Why the Pattern Matters for Completeness

Section 1180.8(a)(2) requires applicants to disclose how merger-related operational changes will affect potentially blocked crossings. Union Pacific has elected to defer that analysis to the environmental review process, which means the completeness record and the public comment period close without a substantive blocked-crossing analysis on the docket. This is a calculated choice. The crossings most frequently reported on the FRA blocked-crossing portal are operated by Union Pacific across the United States. In our neighborhood, Eastwood Street at the Galveston Subdivision (FRA crossing 859522Y) is the single most-reported crossing in the country. Nine of the top ten such crossings are within the East End Triangle. The § 1180.8(a)(2) disclosure is the section of the application most likely to constrain the merger's operational picture and trigger conditions, and Union Pacific has chosen to keep it off the completeness record so that public comment closes without it.

Why This Matters for the East End

For residents who live here, the figures in Union Pacific's application describe daily life. They describe the school bus that did not get through, the ambulance that had to reroute, the high school student who climbed under a stopped train rather than be marked late, the caregiver who lifted a stroller over a railcar coupler with a child inside, and the infant who did not survive the wait for emergency response. The 1996 Union Pacific and Southern Pacific merger produced what came to be known as the Houston meltdown, a service collapse whose costs were borne disproportionately by Houston communities and Houston shippers, and which prompted the Board to revise its merger rules in 2001. Approving this merger on a record this incomplete, against a pattern of conduct this troubling, would invite a repetition of that history in a community that cannot absorb it.

Request

I respectfully ask the Surface Transportation Board to:

1. Decline to find the Revised Application complete until applicants disclose, on the record and at the segment and crossing level, how the projected traffic increases will affect blocked crossings throughout the Houston Complex, with proposed mitigation included on the docket before the comment period closes.
2. Open a public-interest record on the conduct of Union Pacific's representatives and retained lobbyists in the affected community, given the documented inconsistency between their public statements and templated support letters, the company's own filing, and the company's own operational data.
3. Require applicants to certify under §§ 1104.3 and 1180.4 that all support letters in the docket remain valid and authorized as of the Revised Application filing date, and exclude from any public-interest tally those letters that have been withdrawn, retracted, or filed without the named party's authorization.
4. Require applicants to identify, on the record, which Houston-area capital projects represent new spending tied to the merger and which represent pre-existing commitments that would have proceeded regardless of the transaction.
5. Provide for meaningful public comment with adequate time and opportunity for affected communities to review the application materials and respond on the record.
6. Conduct public hearings in Houston's East End so that residents can speak directly to the Board about the conditions they live with, the conduct of applicants' representatives in our community, and the additional burden the merger would impose.
7. Request the Surface Transportation Board Chair and Members to tour the East End and Houston Complex with Gulf Coast Rail District Chair Veronica Chapa-Gorczyński and Director Jack Hanagriff, without Union Pacific representatives present.

Approving this application as filed would signal to every future merger applicant that incomplete disclosure, factual misstatements by hired representatives in affected communities, unauthorized support letters, and pre-existing capital commitments dressed up as merger investments are acceptable paths to control authority. The residents of Houston's East End have spent decades navigating the operational consequences of Union Pacific's decisions. The Board should not now sign a precedent that asks us to absorb decades more.

I have spent five years documenting what the residents of this community live with. I am asking the Board to take what we have documented seriously.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Lindsay Williams', with a stylized, cursive script.

Lindsay Williams
Resident, Houston's East End

cc: All Parties of Record

Exhibits

- Exhibit A: Documented log of blocked-crossing incidents in the East End Triangle, with dates, locations, and source citations
- Exhibit B: FRA top-ten blocked-crossings table, twelve months ending September 16, 2024

EXHIBIT A

Documented Log of Blocked-Crossing Incidents East End Triangle, Houston, Texas

*Submitted in support of the Comment of Lindsay Williams, Resident
STB Finance Docket No. 36873
May 8, 2026*

This exhibit documents observed freight train blockages and related incidents on Union Pacific Railroad's Galveston Subdivision and West Belt rail lines within the East End Triangle of Houston, Texas. The log is drawn from publicly available video documentation. It is representative rather than exhaustive. Incidents are organized by month in reverse chronological order. Times are stated as observed and recorded.

Sampson Street, York Street, Cullen Boulevard, Milby Street, Eastwood Street, Lockwood Drive, Dumble Street, and Altic Street are the principal grade crossings referenced in this log. Lockwood Drive is a designated first-responder mercy route. Sampson Street and York Street function as paired one-way streets through the East End and serve as additional emergency response routes.

April 2026

- April 28, 2026 (4:25 to 5:34 p.m.): A freight train stopped across the West Belt's Sampson to Cullen grade crossings. A pedestrian and a cyclist were filmed climbing through hopper cars idled at Sampson Street. A separate observation, the same afternoon at Sampson and Rusk, recorded a woman crawling under a stopped train with her bicycle.
- April 28, 2026 (7:03 a.m. start): A freight train halted across multiple West Belt grade crossings during the peak morning commute. One person was captured climbing through an idled tank car at Sampson Street while still holding a cup.
- April 24, 2026 (9:40 p.m. start, more than one hour): A freight train blocked multiple Galveston Subdivision grade crossings. Video captured a cyclist crawling under a stopped tank car at Sampson Street.
- April 21, 2026 (approximately 11:28 p.m.): A freight train collided with a stopped vehicle at the West Belt's Sampson Street grade crossing.
- April 13, 2026 (12:19 to 1:32 p.m.): A freight train blocked many Galveston Subdivision grade crossings. A person is shown going under a railcar stopped at Sampson Street.
- April 11, 2026 (approximately 10:15 a.m.): A freight train and pedestrian collision occurred at the Commerce Street rail crossing just outside Union Pacific's Congress Yard, according to the City of Houston's first-responder active incidents page.
- April 3, 2026 (9:15 to 9:42 a.m.): A freight train blocked the Galveston Subdivision's Milby Street to Dumble Street grade crossings. Photos show a person lifting a child over the coupler between two tank cars at the Lockwood Drive crossing.
- April 1, 2026 (7:42 to 8:56 a.m.): A freight train stopped across many Galveston Subdivision grade crossings. Video shows three people climbing through an idled tank car at Sampson Street.

March 2026

- March 29, 2026: A person climbed through a rail car to continue past a train stopped across the West Belt's Sampson Street grade crossing.
- March 28, 2026 (nearly one hour): A freight train stopped across the West Belt's Sampson to Cullen grade crossings. A person climbed through rail cars stopped at Sampson Street.
- March 26, 2026 (2:17 to 4:48 a.m.): A freight train stopped across the West Belt's Sampson to Cullen grade crossings. At approximately 2:48 a.m. a person climbed through rail cars at Sampson Street. Separate footage shows a person carrying a bicycle through a rail car idled at Sampson Street to continue.
- March 25, 2026 (1:52 to 2:55 p.m.): A freight train blocked the West Belt's Sampson to Cullen grade crossings, hemming in vehicles and pedestrians for more than an hour.
- March 24, 2026 (4:55 to 6:33 a.m.): A freight train stopped across many Galveston Subdivision grade crossings. A person is seen carrying a bicycle through a tank car at Sampson Street. A separate observation shows a person with a bag crawling under a tank car idled at Sampson Street.
- March 23, 2026: A Houston Fire Department ambulance with activated lights and sirens turned toward York Street as a freight train slowed to a stop at the Sampson Street crossing. The crew had waited approximately twelve minutes for the crossing to clear before turning around to find another route.
- March 22, 2026 (1:57 to 3:17 p.m.): A freight train blocked West Belt grade crossings from Sampson to Cullen Streets. A pedestrian climbed beneath a tank car stopped at Sampson Street to get through.
- March 22, 2026 (4 p.m.): Grade-crossing lights and gate arms along the West Belt activated without a train present at the Milby Street crossing. Video shows vehicles bypassing the lowered gate arms.
- March 9, 2026 (12:56 to 2:27 p.m.): A freight train blocked the Galveston Subdivision's Sampson to at least Eastwood Street crossings. Video shows a steady stream of people climbing through an idled tank car at Sampson Street, including one person carrying a skateboard, two people with bicycles, and two people carrying groceries.
- March 9, 2026 (1:44 to 2:50 a.m.): A freight train stopped across the Galveston Subdivision's Sampson to at least Eastwood Street grade crossings. A person was observed weighing options before climbing under a stopped tank car at Sampson Street.
- March 5, 2026 (more than one hour): A freight train stopped across all West Belt grade crossings from Sampson to Cullen. Video shows two people, one at Sampson and one at York, climbing through stopped rail cars.
- March 4, 2026 (11:08 p.m. start, approximately 90 minutes): A freight train sat across all West Belt crossings from Sampson to Cullen. Video shows one person climbing between rail cars to get through.

February 2026

- February 27, 2026 (12:17 to 1:09 p.m.): Two freight trains simultaneously halted across both sets of West Belt tracks, cutting off movement at crossings from Sampson to Cullen. With no safe route around, one person pulled a bicycle and bag beneath the rail cars of

both trains at Sampson Street. After the approximately 40-foot crawl, the individual climbed back onto the bicycle and continued.

- February 25, 2026 (5:20 to 7:51 a.m.): A freight train blocked multiple Galveston Subdivision grade crossings during the peak morning rush. Streets were blocked while people attempted to get to work and school. Adults and children were observed climbing under and between rail cars to continue. Drivers made hazardous maneuvers in search of a route around. One person was filmed ducking under a stationary hopper car at Sampson Street and breaking into a run down the sidewalk to make up lost time. Seconds later, another person followed the same path. A cyclist was observed ducking beneath an idle hopper car at the same location.
- February 22, 2026 (8:38 p.m.): A cyclist dismounted and slipped under a freight train blocking the Galveston Subdivision's Sampson Street crossing.
- February 20, 2026 (approximately 10:40 p.m.): Four people were filmed climbing through a tank car blocking the Galveston Subdivision's Sampson Street crossing.
- February 16, 2026: A person was filmed running across the West Belt's Sampson Street crossing as a freight train approached, tripping in an area without sidewalks and falling forward.
- February 15, 2026 (9:51 p.m.): A freight train stalled across several Galveston Subdivision crossings. A person at Sampson Street continued through.
- February 11, 2026 (9:03 p.m. start, approximately one hour): A freight train blocked multiple Galveston Subdivision grade crossings. Two people were seen dragging bicycles beneath an idled tank car at Sampson Street to continue. One of them appears to wave to a third person, who chose not to crawl through.
- February 4, 2026 (4:12 p.m. start, approximately one hour): A freight train blocked multiple Galveston Subdivision grade crossings, disrupting the evening rush. A person climbed through an idle rail car at Sampson Street.
- February 2, 2026 (9:38 to 11:50 p.m.): A freight train blocked the Galveston Subdivision from Sampson Street to at least Eastwood Street. People were filmed climbing through the train. An ambulance with lights and sirens activated was observed passing under descending crossing gate arms. A person was filmed carrying a bicycle through an idled tank car at the Sampson Street crossing.

January 2026

- January 21, 2026 (2:16 to 2:20 p.m.): A person hauled two bicycles through a stationary tank car blocking the West Belt's Sampson Street grade crossing. The first bicycle was pulled through and the individual climbed back over the idled rail car at approximately 2:16 p.m. Just over two minutes later, the maneuver was repeated with a second bicycle. Less than one minute after the second crossing, the freight train moved forward.
- January 20, 2026 (4:02 to 5:18 p.m.): A freight train blocked the West Belt's Sampson to Cullen grade crossings for 76 minutes during the evening rush. At 4:46 p.m. a person was filmed crawling beneath an idle boxcar at the Sampson Street crossing. At 4:50 p.m. two people were filmed pulling bicycles through stationary railcars stopped across York Street, directly outside Union Pacific Track and Signal's McKinney Street facility.

- January 17, 2026 (10:49 to 11:28 p.m.): A freight train halted across the West Belt's Cullen to Sampson grade crossings. Six minutes into the stoppage, a person carried a bicycle through hopper cars idling across Sampson Street.
- January 9, 2026 (2:02 to 3:03 p.m.): A freight train blocked the West Belt's Cullen to York grade crossings. Video shows drivers traveling the wrong way down one-way Sampson Street to bypass the blockage. Between 1:01 and 1:06 within the recording, a Union Pacific truck can be seen participating in the wrong-way maneuver.
- January 4, 2026 (11:16 a.m. to 12:19 p.m.): A BNSF-powered freight train blocked the West Belt's Sampson to Cullen grade crossings. A person was filmed walking around the lead locomotive.
- January 2, 2026 (12:58 to 2:39 p.m.): A freight train blocked multiple West Belt grade crossings. The train initially blocked Cullen through York while leaving Sampson open, then closed Sampson as well. Wrong-way driving on one-way Sampson Street was observed during the blockage.

December 2025

- December 28, 2025 (11:24 a.m. to 12:46 p.m.): A BNSF-powered freight train stopped across the West Belt's York Street to Cullen Street grade crossings. Vehicles were observed traveling the wrong way on one-way Sampson Street to bypass the blockage.
- December 18, 2025 (4:56 to 6:22 a.m.): A freight train stopped across the West Belt's Sampson to Cullen Street grade crossings. A person left their belongings behind and climbed through idle rail cars at the Sampson Street crossing to continue.
- December 15, 2025 (10:58 a.m.): An individual climbed through an idle hopper car at the West Belt's Sampson Street grade crossing after walking along the West Belt in both directions, apparently checking whether nearby grade crossings were open.
- December 12, 2025 (approximately 12:45 to 3:06 p.m.): A freight train stalled across the Galveston Subdivision's Sampson to at least Eastwood Street grade crossings. Drivers took evasive routes through neighborhood streets, with heavy construction underway on Polk, Emancipation, and surrounding streets.
- December 10, 2025 (4:46 a.m. start, approximately one hour): A freight train blocked the Galveston Subdivision's Sampson to at least Eastwood Street grade crossings. Video shows a person climbing over the coupler of an idle tank car at Sampson Street.
- December 10, 2025 (11:11 p.m. start, approximately one hour): A freight train blocked the West Belt's Sampson to Cullen Street grade crossings. A person is shown climbing over a bulkhead flatcar.
- December 5, 2025 (approximately 6:30 a.m.): A pickup truck attempted to maneuver around a halted train at the Galveston Subdivision's Sampson Street grade crossing before turning back. At approximately 6:32 a.m. a separate vehicle was filmed traveling the wrong way down one-way Sampson Street searching for a route around the same stoppage.
- December 4, 2025 (4:28 to 5:35 p.m.): A freight train blocked the West Belt's Sampson to Cullen grade crossings during peak hours, pushing drivers onto neighborhood streets. Video captured a cyclist and pedestrian climbing over a stopped tank car at Sampson Street, while another pedestrian crawled beneath a different idle tank car.

November 2025

- November 22, 2025 (multiple hours): A freight train sat across the Galveston Subdivision's Sampson through at least Eastwood Street crossings. A person was filmed crawling under a tank-hopper car stopped on Sampson Street. A separate observation captured a pedestrian climbing between idle rail cars on Sampson Street.

October 2025

- October 24, 2025 (2:38 to 5:30 a.m.): A freight train obstructed the Galveston Subdivision's Sampson to at least Eastwood Street crossings. Video shows one person repeatedly attempting to lift the Sampson Street crossing gates to proceed, only for them to drop back into place each time. After several tries, the driver crossed. Multiple motorists, cyclists, and pedestrians were observed navigating around the lowered gate arms, which remained down because a trailing flatcar continued to foul Sampson Street, a designated first-responder mercy route.
- October 21, 2025 (6:11 to 7:25 p.m.): A freight train blocked the West Belt's Sampson to Leeland crossings. At 7:03 p.m. video captured people climbing through stationary hopper cars at Sampson Street. Within minutes, the Galveston Subdivision was also blocked: another freight train halted across Sampson to Eastwood crossings from 7:36 to 8:20 p.m. the same evening.
- October 17, 2025 (4:20 to 10:44 p.m.): A freight train blocked the Galveston Subdivision's Milby Street to Dumble Street crossings for more than six hours. At 5:57 p.m. a runner was filmed continuing through tank cars stopped across Eastwood Street. At 7:25 p.m. a person was filmed climbing through tank cars at Eastwood Street. At 10:23 p.m. two people were filmed climbing between tank cars at Eastwood Street. Railroad crews separated rail cars at the Lockwood Drive crossing as the blockage progressed, allowing first responders and residents limited passage during the six-hour stoppage.
- October 15, 2025 (9:09 to 10:46 p.m.): A freight train blocked the Galveston Subdivision's Sampson to at least Eastwood Street grade crossings. Video shows people dragging bicycles under stopped rail cars to continue. This was the third stoppage of approximately one hour the same day on the East End triangle: the Galveston Subdivision was blocked from Sampson to at least Eastwood Street from 9:15 to 10:41 a.m., the West Belt was blocked from Sampson to Cullen from 3:40 to 4:33 p.m., and the Galveston Subdivision was blocked again from 9:09 to 10:46 p.m. Outside the triangle, an additional prolonged stoppage occurred at the Bell Main's York at Clinton crossing from 3:41 to 5:27 a.m.
- October 10, 2025 (5:55 to 7 p.m.): A freight train sat across the West Belt's Sampson to Cullen grade crossings. A cyclist climbed between idled tank cars at Sampson Street. This marked the fifth time in seven days that the same stretch was blocked for more than an hour at approximately 6 p.m. The longest of those occurred Thursday, October 9, when crossings were sealed from 6:28 to 8:36 p.m.
- October 3, 2025 (5:44 a.m.): A freight train stalled across multiple Galveston Subdivision crossings. A cyclist ducked under a stopped hopper car at Sampson Street.

September 2025

- September 29, 2025 (8:25 to 9:13 p.m. and 9:37 to 10:08 p.m.): Two freight trains successively blocked the Galveston Subdivision from Sampson to at least Eastwood

Street the same evening. During the second stoppage, two cyclists were filmed climbing over a stopped auto-rack car coupler to keep moving.

- September 19, 2025 (approximately 9:30 a.m.): Simultaneous stoppages on the East Belt and Galveston Subdivision left drivers searching for routes through neighborhood streets. Documentation captured a METRO bus going off-route in an attempt to bypass the gridlock, multiple people climbing through stopped railcars, the same METRO bus attempting a u-turn on a residential street not designed for vehicles of its size, and traffic stacked up at the East Belt.
- September 18 to September 19, 2025 (10:07 p.m. to 12:24 a.m.): A freight train sat across the Galveston Subdivision's Sampson through Eastwood Street grade crossings. The prolonged stoppage prompted vehicles to travel through side streets at unsafe speeds. One person crawled under a railcar stalled at Eastwood Street to cross.
- September 16, 2025 (6:41 to 7:51 p.m.): A freight train blocked the West Belt's Sampson through Cullen grade crossings for more than an hour. A runner continued through during the stoppage.
- September 14, 2025 (12:24 to 1:12 a.m.): A freight train blocked multiple miles of Galveston Subdivision grade crossings. It was one of numerous extended stoppages that day on the Galveston Subdivision and West Belt rail lines. Video captured at Sampson Street shows pedestrians and cyclists crawling under idle rail cars to reach the other side.
- September 11, 2025 (2:53 to 5:20 a.m.): A freight train blocked the Bell Line Industrial Lead's Lockwood Drive grade crossing. Lockwood is a designated first-responder mercy route.
- September 10, 2025 (11:27 to 11:52 p.m.): A freight train blocked multiple Galveston Subdivision crossings. Video captured a cyclist dragging a bicycle beneath a hopper car stopped across Sampson Street.
- September 3, 2025 (5:46 to 6:31 p.m.): A Union Pacific-powered freight train blocked the Galveston Subdivision from at least Altic Street to Eastwood Street. During the stoppage, video shows a cyclist at Lockwood Drive forced to crawl beneath idle tank cars to continue.

July 2025

- July 23, 2025: The Galveston Subdivision was blocked for seventeen consecutive hours within the East End Triangle.

June 2024

- June 22, 2024 (9:40 a.m. to 12:40 p.m.): A freight train blocked the Galveston Subdivision from Sampson Street to Dumble Street, with the train stopped across Eastwood Street for the duration. A caregiver was filmed pushing a stroller with one hand while carrying baby supplies in the other. After repeatedly leaving the frame in both directions in apparent search of an open crossing, the caregiver returned to Eastwood. Baby supplies were slid under the rail car. The stroller, with the child inside, was then lifted over the coupler between two railcars. The stroller was braced against the tank car to keep the child away from the wheelsets. The stroller crossed. The supplies were retrieved. The video footage is publicly available. Viewable at this [Bit.ly](https://bit.ly/4tmzDVw) Link - <https://bit.ly/4tmzDVw>

February 2024

- February 2, 2024: East Early College High School entered lockdown after a report of a student with a firearm on campus. A Houston Police Sergeant was heard on scanner traffic stating he could not reach the school because of stopped trains.
- February 3, 2024 (approximately five hours, evening): The West Belt between Leeland and Sampson was blocked for approximately five hours during the evening. Ambulances rerouted through Milby Street to Polk on multiple calls during the blockage.
- February 7, 2024: State Senator Carol Alvarado was held behind a stopped train for several hours and documented the incident publicly. Following her post, Houston Fire Department leadership publicly confirmed that first responders are required to reroute around stopped trains hundreds of times per year because of blocked crossings.

2023

- In 2023, an infant died after first responders were rerouted around blocked crossings on the way to the call.

Note on Sources

Each entry in this log corresponds to publicly available video documentation. Primary documentation, including video and photo files, is available on request and through the public social media archives maintained by community advocates in the East End. The crossing-by-crossing reporting record on which this log relies is also available through the Federal Railroad Administration's blocked-crossing portal, which independently confirms that the crossings referenced in this log are among the most-reported in the country.

This exhibit is submitted to provide the Surface Transportation Board, the Office of Environmental Analysis, and parties of record with a documented record of the operational reality in the East End Triangle as of the close of the comment period on the Revised Application.

EXHIBIT B

FRA Top-Ten Blocked-Crossing Reports: 2024 and 2025

*Source: Federal Railroad Administration Public Blocked Crossing Incident Reporter,
fragis.fra.dot.gov*

Table 1. Twelve Months Ending September 16, 2024

*As compiled in the Houston East End Triangle R.A.I.L.S. Plan, Harris County Engineering
Department, September 23, 2024*

Rank	Crossing ID	Street	City	FRA Reports
1	859522Y	Eastwood Street	Houston	842
2	288224V	Leeland Street	Houston	382
3	288221A	Cullen Boulevard	Houston	373
4	288226J	Milby Street	Houston	368
5	859524M	Dumble Street	Houston	355
6	859523F	Lockwood Drive	Houston	332
7	288227R	McKinney Street	Houston	257
8	859521S	Oakhurst Street	Houston	235
9	467337V	Colonial Avenue	Norfolk	217
10	859518J	Milby Street	Houston	197

Table 2. Calendar Year 2025

Per-crossing report counts, January 1, 2025 through December 31, 2025

Rank	Crossing ID	Street	City	FRA Reports
1	859522Y	Eastwood Street	Houston	937
2	288224V	Leeland Street	Houston	337
3	288221A	Cullen Boulevard	Houston	314
4	859518J	Milby Street	Houston	273
5	859521S	Oakhurst Street	Houston	268
6	288226J	Milby Street	Houston	252
7	859516V	Sampson Street	Houston	252
8	859517C	York Street	Houston	235
9	288227R	McKinney Street	Houston	234
10	288228X	York Street	Houston	197

Observations

Three findings emerge from the side-by-side comparison.

First, the most-reported crossing in the United States is in the same neighborhood in both years. Eastwood Street at the Galveston Subdivision (FRA crossing 859522Y) recorded 842 reports in the twelve months ending September 16, 2024, and 937 reports in calendar year 2025, an increase of approximately 11 percent.

Second, Houston's share of the top-ten list grew from nine of ten to all ten. The Norfolk, Virginia crossing that appeared at rank nine in the 2024 list (FRA 467337V, Colonial Avenue, 217 reports) is no longer in the national top ten in 2025. Every crossing in the top ten for 2025 is in Houston, Texas.

Third, the geography of the most-blocked crossings within Houston has expanded. The 2024 list was concentrated on the Galveston Subdivision through Greater Eastwood. The 2025 list adds the West Belt's Sampson Street (859516V, 252 reports) and York Street crossings (859517C, 235 reports, and 288228X, 197 reports), reflecting documented increases in West Belt blockages observed by residents and recorded in the incident log at Exhibit A.

Across both years, every Houston crossing in the top ten is operated by Union Pacific Railroad on the Galveston Subdivision or the West Belt. The crossings most frequently reported as blocked nationally are the same crossings that residents of the East End traverse every day.

Notes on Sources

Table 1 source: Federal Railroad Administration blocked-crossing portal, twelve-month reporting period September 16, 2023 through September 16, 2024. Compiled in the Houston East End Triangle R.A.I.L.S. Plan, FY 2023-2024 Railroad Crossing Elimination Program, Harris County Engineering Department (September 23, 2024), Table 3, Page 9.

Table 2 source: Federal Railroad Administration Public Blocked Crossing Incident Reporter, calendar year 2025, per-crossing report counts compiled by community advocates from the FRA portal at fragis.fra.dot.gov. Underlying record set covers 1,984 crossings reported in 2025.

CERTIFICATE OF SERVICE I hereby certify that on this 8th day of May, 2026, the foregoing document was served to all parties of record to this proceeding.

/s/ Lindsay Williams