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VIA ELECTRONIC FILING

Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

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ENTERED
Office of Chief Counsel
May 19, 2026
Part of
Public Record

Re: Docket No. FD 36873, Union Pacific Corp., et al. – Control – Norfolk Southern Corp., et al. – Resident Comment on the Completeness of the Revised Application

To Chairman Fuchs and Members of the Surface Transportation Board:

I am a resident of Houston's Second Ward, where Union Pacific's main lines cross the streets I use every day. I ride a bicycle as my primary form of transportation. I am writing to ask the Board not to find the Revised Application complete until the Applicants disclose how merger-related operational changes will affect blocked crossings in my community, including the impacts the application has chosen not to describe at all.

For a driver, a stopped train is an inconvenience. For someone on a bicycle in a Houston summer, it is a health and safety issue. When a train stops along my route, which happens regularly, I cannot idle in a car's air conditioning. I am exposed to direct sunlight, heat, and humidity, often for thirty minutes or longer, while I figure out a way around it. There are days when the temperature is well above 95 degrees, and I am standing in it because Union Pacific has parked a train across the street, and I need to cross. Federal Railroad Administration data showing that Houston's East End Triangle has the most-reported blocked crossings in the United States reflects my daily reality. See Eastwood Civic Association Comment, Docket No. FD 36873 (May 18, 2026); Statement of Robert Gallegos, Docket No. FD 36873 (May 16, 2026).

Applicants assert that the Revised Application is "comprehensive and complete." UP-51/NS-49 at 4. They also state that blocked crossings will be addressed during environmental review rather than in the application itself. UP-51/NS-49 at 33. Both cannot be true. An application that does not describe how merger-related operational changes will affect at-grade crossings in dense urban neighborhoods is not comprehensive with respect to residents who depend on those crossings, including those of us who rely on them on foot or by bicycle without the protection of a vehicle.

The Board's merger rules at 49 C.F.R. § 1180.1(c)(2) require the Board to weigh harm to essential services and transitional service problems. For a Houstonian on a bicycle, essential services include the ability to cross streets safely and avoid prolonged exposure to extreme heat. That is not a NEPA add-on. It is a public-interest consideration that the Board's own rules require it to weigh before finding this application complete.

I respectfully ask the Board to:

1. Hold that the Revised Application is not complete with respect to blocked crossings in Houston's East End, Second Ward, and adjacent neighborhoods — including their impacts on vulnerable road users (pedestrians, cyclists, mobility-device users, and others who do not commute by car) under 49 C.F.R. §§ 1180.1(c)(2)(ii), 1180.4(c)(8), and 1180.8(a)(2).
2. Require Applicants, before the application is deemed complete, to disclose the projected post-merger frequency, duration, and timing of blockages at the crossings in Houston's East End and surrounding neighborhoods, with explicit attention to impacts on residents traveling on foot or by bicycle.
3. Treat blocked crossings as a substantive matter in this proceeding, consistent with the conditions the Board imposed in CP-KCS (FD 36500, March 15, 2023), including enforceable operational limits and a Houston community liaison.
4. Conduct public hearings in Houston so that residents directly affected by these operations can testify on the record.

Thank you for your consideration.

Respectfully submitted,

/s/ Ricky Cardenas Ricky Cardenas Houston, Texas

cc: All Parties of Record

CERTIFICATE OF SERVICE

I hereby certify that on this 19th day of May, 2026, the foregoing document was served to all parties of record to this proceeding.

/s/ Ricky Cardenas
Ricky Cardenas