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VIA ELECTRONIC FILING

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Office of Chief Counsel
May 20, 2026
Part of
Public Record

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

**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 live in EaDo, the East Downtown neighborhood directly adjacent to the East End Triangle and to Union Pacific's Congress Yard, Dallarup Yard, and Galveston Subdivision. I am writing on behalf of my family to ask the Board to reject the Revised Application's deferral of blocked-crossing analysis to environmental review. The deferral leaves my neighborhood, my family, and the local businesses we support out of the merger record.

EaDo has emerged as a walkable, family-friendly neighborhood. Restaurants, shops, and community gathering places are within walking distance of where my family lives, and that is exactly why we live here. When a train stops at the crossings between our home and those destinations, we cannot walk to them. The trains stop for thirty minutes, an hour, sometimes longer. Plans change, family dinners get missed, and the everyday community life that defines our neighborhood is interrupted by operating decisions made far from Houston.

The conditions during those blockages are not only inconvenient but also unsafe. When the at-grade crossings are blocked, drivers race through EaDo at unsafe speeds looking for another way around. EaDo's streets are narrow and pedestrian-heavy. Drivers frustrated by a stopped train are not slowing down for families with strollers, for diners walking to local restaurants, or for the children who live here. The current operating pattern of Union Pacific trains parked across our crossings creates the conditions for those near-misses every day. The proposed merger would add traffic to the same lines.

The community has documented these conditions in detail. The Eastwood Civic Association has shown that 30–34% of trains at the most-reported crossing in the country block traffic for an average of roughly thirty minutes. The Houston Fire Department reports hundreds of citywide

emergency-response delays caused by blocked crossings each year. See Statement of Robert Gallegos, Docket No. FD 36873 (May 16, 2026). EaDo lives with the same operations every day. The Revised Application does not describe any of these effects, nor any mitigation responsive to them.

Applicants assert that the Revised Application is "comprehensive and complete." UP-51/NS-49 at 4. They simultaneously state that blocked crossings will be addressed during environmental review rather than in the application. UP-51/NS-49 at 33. Both positions cannot be true. The application is not complete with respect to neighborhoods like mine — where walking to dinner is part of why we live here, where children and families share streets with drivers cutting through to get around trains, and where the local quality of life is shaped daily by operating choices the application does not even describe.

I respectfully ask the Board to:

1. Hold that the Revised Application is not complete with respect to blocked crossings in densely populated Houston neighborhoods, including EaDo and the East End Triangle, under 49 C.F.R. §§ 1180.1(c)(2)(ii)–(iii), 1180.1(i), 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 at-grade crossings in EaDo and adjacent neighborhoods, and the resulting impacts on pedestrian safety, walkability, and family access to local businesses.
3. Require Applicants to address the cascading impact of blocked crossings on residential and pedestrian-heavy streets used by drivers as ad hoc alternate routes.
4. Conduct public hearings in Houston — in EaDo or the adjacent East End — so that residents directly affected by these operations can testify on the record. Thank you for your consideration.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Mitchel Walker". The signature is fluid and cursive, with the first name "Mitchel" being more prominent than the last name "Walker".

Mitchel Walker
Houston, Texas
cc: All Parties of Record

CERTIFICATE OF SERVICE I hereby certify that on this 20th day of May, 2026, the foregoing document was served to all parties of record to this proceeding.

A handwritten signature in black ink, appearing to read "Mitchel Walker". The signature is written in a cursive, flowing style.

/s/ Mitchel Walker