

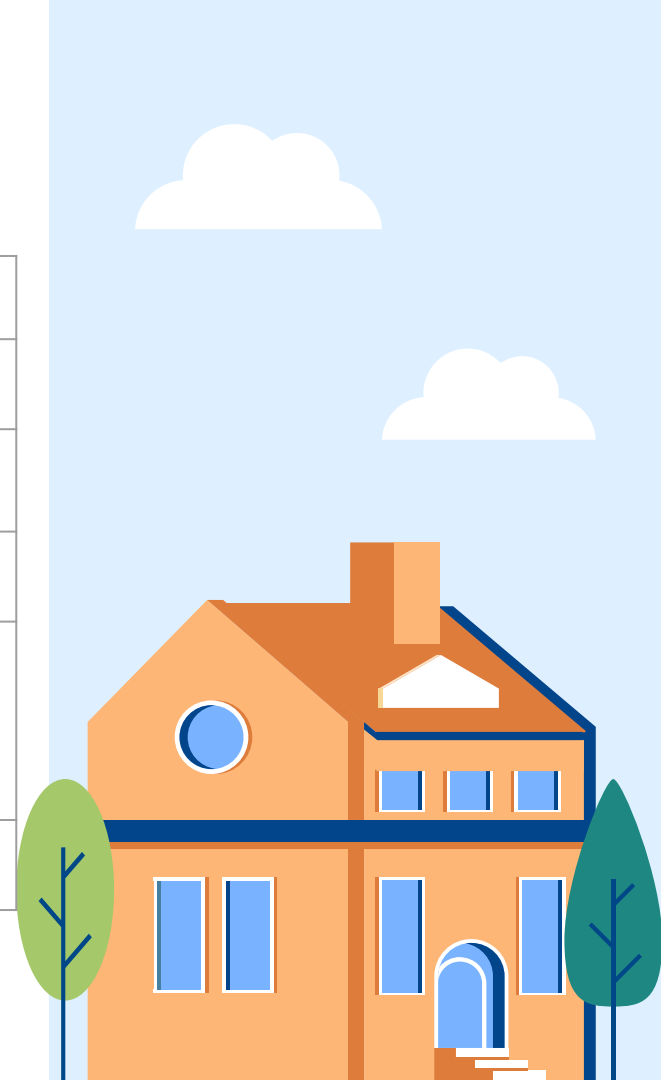
August 2026

MONTHLY MEETING



Meeting Agenda

Agenda Item	Time
Call to Order & Meeting Agreements	6:30 PM
Elected officials update and Guest visit New Hope Housing	6:35 PM
Trains in the East End	6:55 PM
SN Updates • Transportation and Infrastructure Updates • Public Safety Committee Meeting • HISD Updates • Meetings Attended	7:30 PM
Announcements & Adjourn	7:45 PM





Meeting Agreements

- **Assume Positive Intent** - We are all doing the best we can with what we have, avoid blaming others.
- **Speak with respect** - Refrain from profanity, use people's names/pronouns and be sensitive to different communication styles.
- **Be critical of the problem, not the person** - we want to create solutions, not enemies. It's okay to disagree!
- **Ponder what you hear and feel before you speak.**
- **Trust ambiguity** - We are not here to debate who is right and who is wrong.
- **Be mindful of time.** There's a lot to cover!

What else should we add?





Elected Officials

If there are elected officials here, this
is a time to give an update!

Please keep your update to 1-2 minutes.





Guests

Gloria Zenteno - New Hope Housing



Understanding Trains in the East End

Super Neighborhood 64 & 88, Eastwood Civic Association | Trains Committee

Community briefing, August 2026



What we will cover

- 01 The Trains Committee**
Who we are and what we have done since 2022
- 02 The Numbers**
Four years of counting trains at one crossing
- 03 Why the Trains Stop**
Where the lines are and how they lock each other up
- 04 The Federal Railroad Administration**
What the FRA does and why reporting matters
- 05 Quiet Zones**
What they are, and where ours stand
- 06 Right of Way**
Who is responsible for the mess, and how to report it
- 07 Projects and Plans**
Grade separations and the West Belt Project
- 08 The UP and NS Merger**
The biggest thing on our horizon, and the deadlines
- 09 What Residents Can Do**
Four actions that move the needle

New this year: a full section on the Union Pacific and Norfolk Southern merger, and an interactive map of every crossing in the Houston terminal.

Before we get started

Trains in the East End have a long history. Our goal today is not to complain. It is to share facts, line locations, and the roles each of us can play.

Alleviating the trains issue is a long haul project that will continue to take time. We need to work together as a community.

Let's do this.

Everything in this deck is sourced. If you want the underlying filing, study, or dataset behind any number, ask and we will send it to you.

01

The Trains Committee

Formed January 2022. Residents doing the work the data required. How it all started.

Who we are

Chair

Lindsay Williams

Members

Clay Dippel | Paulette Kukuk | Kyle Rogers

Nathaniel Lukefahr | Nathan Wood | Amy Erickson

Lindsay dropped in on a board meeting in December 2021 and said "I want to work on trains." Danielle, Paulette and Kyle immediately raised their hands and said they wanted to help. Clay and Nathaniel joined in 2022. Nathan joined in there sometime to help with maps and cameras. Amy joined in 2025.

The rest is history.

Jan 2022

Committee formed

7

Resident volunteers

3 yrs

Of counts on the public record

0

Paid staff

What we have accomplished

Since January 2022

- Helped prove the East End leads the nation in blocked crossing reports, using our own data.
- Provided data and resident stories that helped close the funding gap for the West Belt Project through a BIL grant. We were part of the press conference.
- Been quoted in the United States Congress (under Biden) as an authority on trains in the East End.
- Got 2 FRA inspectors reassigned to our area full time.
- Made trains an issue in the 2023 mayoral and city council election through our candidate forum.
- Educated and built allies with council members, state, county, and federal officials on trains.
- Founding members of the East End Rail Safety Task Force and the Houston Area Rail Transformative Community Advisory Board with the Gulf Coast Rail District
- Spoke to City Council dozens of times, Testified in front of the Texas Legislature and Transportation Committees
- Speak at the Gulf Coast Rail District regularly.
- Built working relationships with the railroads, federal officials, the FRA, city officials, and committees including EED, GCRD and HART.
- Featured in dozens of media stories on radio, TV and in print, including The Guardian in the United Kingdom.
- Attended the FRA conference, usually reserved for government officials, to look for solutions on blockages and rail safety.
- Assisted with the RAILS grant preparation with Precinct 2, awarded in 2024.
- Assisted with the Lockwood CLEAR Design grant submission with Precinct 2
- Attended the Road and Rail Safety Workshop in 2025 as the only residents in the room.
- Have become an expert in the UP-NS Merger, advising elected officials, cities across the United States and more.

What officials tell us

“

Recently shared that District I could not get any movement on trains until our committee was formed.

Joaquin Martinez

“

Has said our committee is well researched, solutions driven and thoroughly prepared, and that she enjoys working with us.

Sallie Alcorn, At Large 5

The pattern is simple. Officials move when residents bring evidence. That is the entire model of this committee.

02

The Numbers

Counting every train at Eastwood and Rusk, every day, since 2022.

How we got the data

Galveston Sub, crossing 859522Y at Eastwood and Rusk

Our committee is blessed with one member who was so fed up with the stopped trains that she took matters into her own hands and put a security camera on the tracks.

Each morning she writes down the start and stop time of every train that stops at Eastwood on the Galveston Sub. Because of this, we have been able to make waves.

Paulette Kukuk

Our resident who records every stop, by hand, every day

Next time you see Paulette, give her a big thank you. This one dataset is the reason Houston is in the national conversation on blocked crossings.

What one crossing looks like on the record

Observed days only. 2025 covers January through July.

4,802

Trains counted
2022, 2023 and 2025

1,513

Trains that blocked
the crossing over 10 minutes

1,167

Total hours
this one crossing was blocked

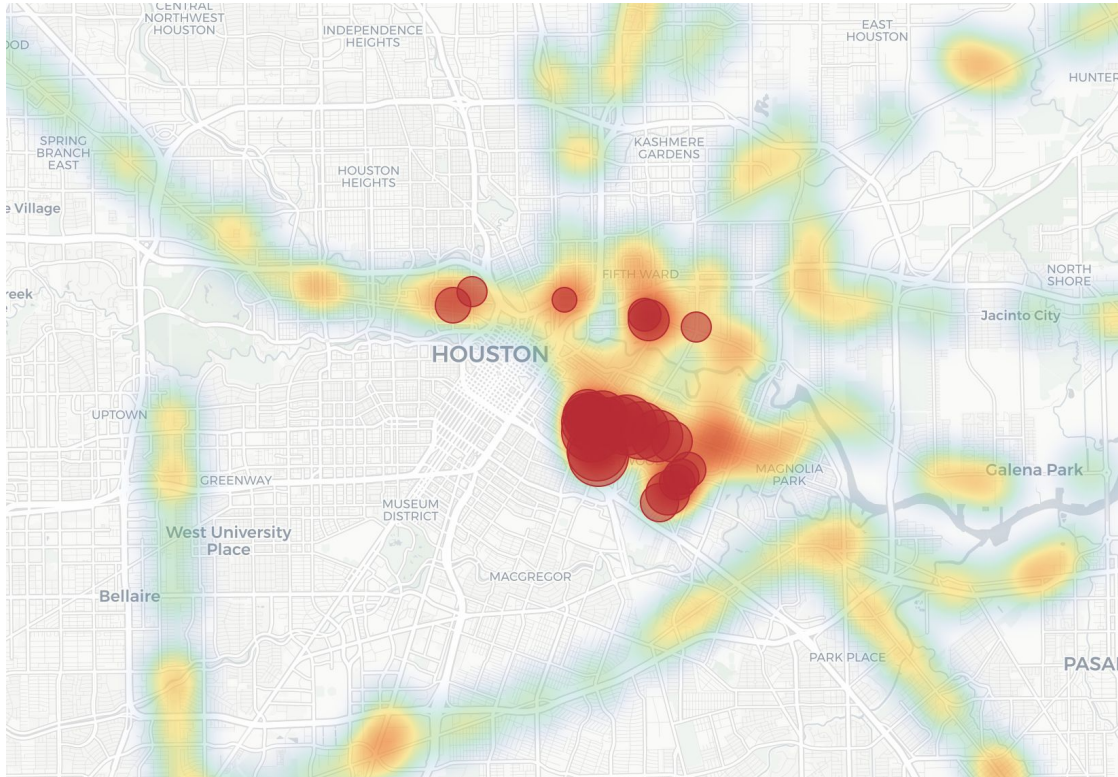
11.7

Longest single blockage
in hours, February 2023

Year	Days observed	Trains	Trains blocking 10 min +	Share blocking	Hours blocked	Avg blockage, monthly mean
2022	348	1,822	604	33%	622.8	62.5 min
2023	281	1,511	509	34%	352.8	41.5 min
2025	194	1,469	400	27%	192.0	30.9 min

Read it per day, not per year. Trains rose from 5.2 a day in 2022 to 7.6 a day in 2025, an increase of 45 percent. Blocked time fell, and this crossing is still blocked about one hour of every day.

Blocked Crossings in Houston



Check out this QR Code for an interactive map of blocked crossings in the United States



What the data got us

- We established a real problem with facts and data backed by security footage. Everyone knew it was a problem. No one could prove it.
- We reported to the FRA blocked crossing portal and showed the East End of Houston leads the nation in blocked crossing reports. Chicago went to Congress and said "we don't want to be like Houston."
- We drew enough attention to get two town halls with the FRA Administrator within six months. We were told later this was unprecedented.
- We helped push the City of Houston pilot smart sensor program to gather similar data across the East End. Cities nationwide are watching and implementing it as they fight the same problem.

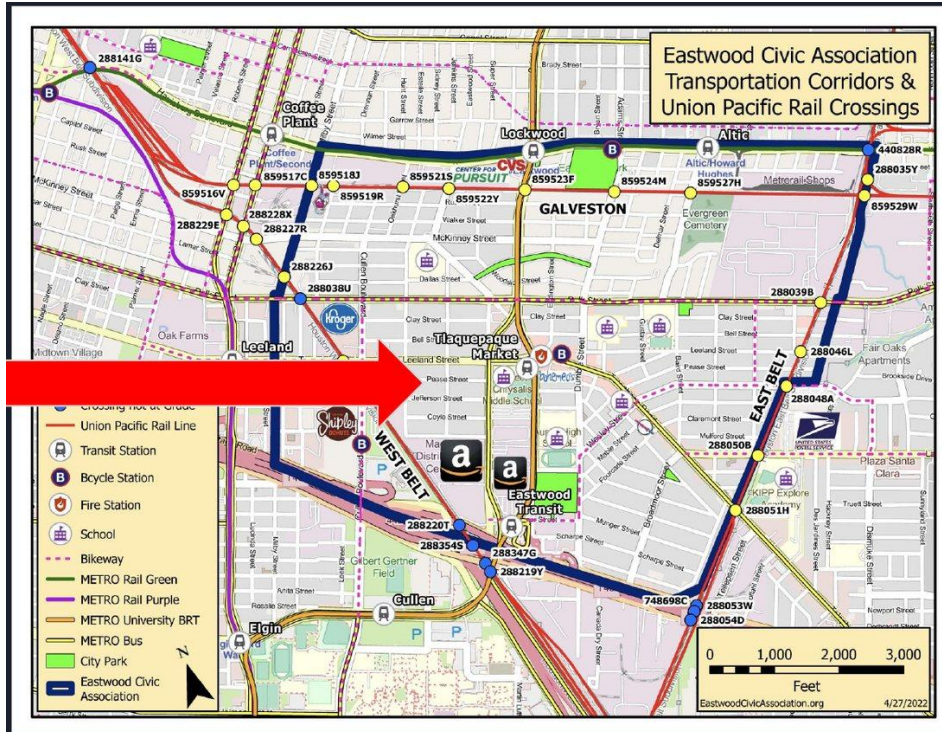
None of that required a budget. It required someone writing down what happened, every day, year after year, since 2022.

03

Why the Trains Stop

Three rail lines, a lattice of yards, and trains longer than the track between them.

The East End Triangle



Eastwood sits inside a triangle formed by two Union Pacific lines and one BNSF line. Almost every train movement through the Houston terminal touches at least one leg of that triangle.

Galveston Sub

Runs parallel to Harrisburg. Union Pacific.

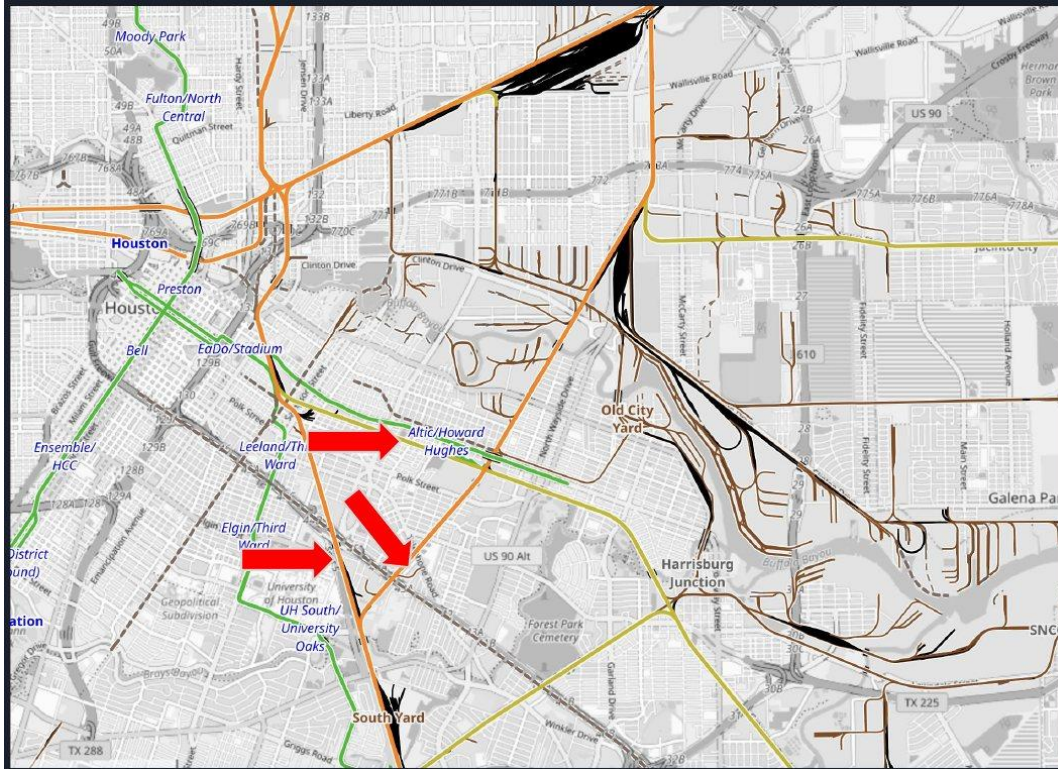
West Belt

Diagonal from the University of Houston toward downtown. BNSF and Union Pacific jointly.

East Belt

Comes off the West Belt at Mykawa, crosses Telephone, Polk and Buffalo Bayou. Union Pacific.

Where the main lines are

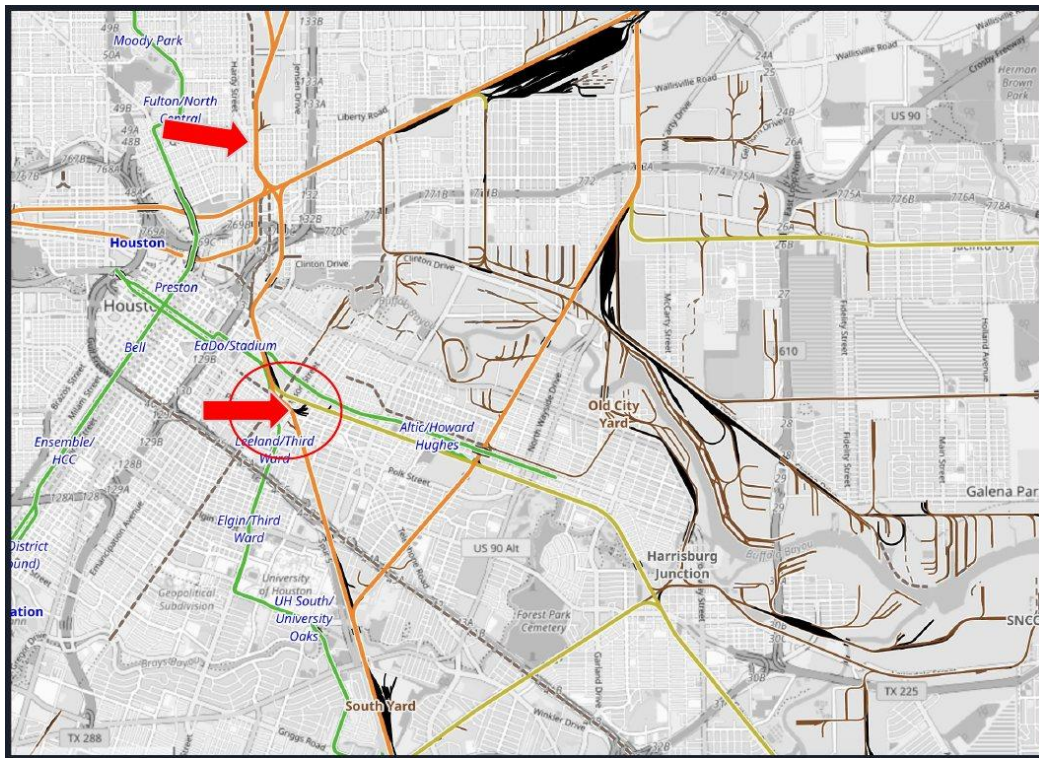


The line parallel to Harrisburg is the Galveston Subdivision, managed by Union Pacific.

The diagonal line running from the University of Houston toward downtown is the West Belt, managed jointly by BNSF and Union Pacific.

The East Belt comes off the West Belt at Mykawa, runs through the neighborhood across Telephone and Polk, and heads northeast across Buffalo Bayou. It is managed by Union Pacific.

When the West Belt runs, the Galveston Sub waits

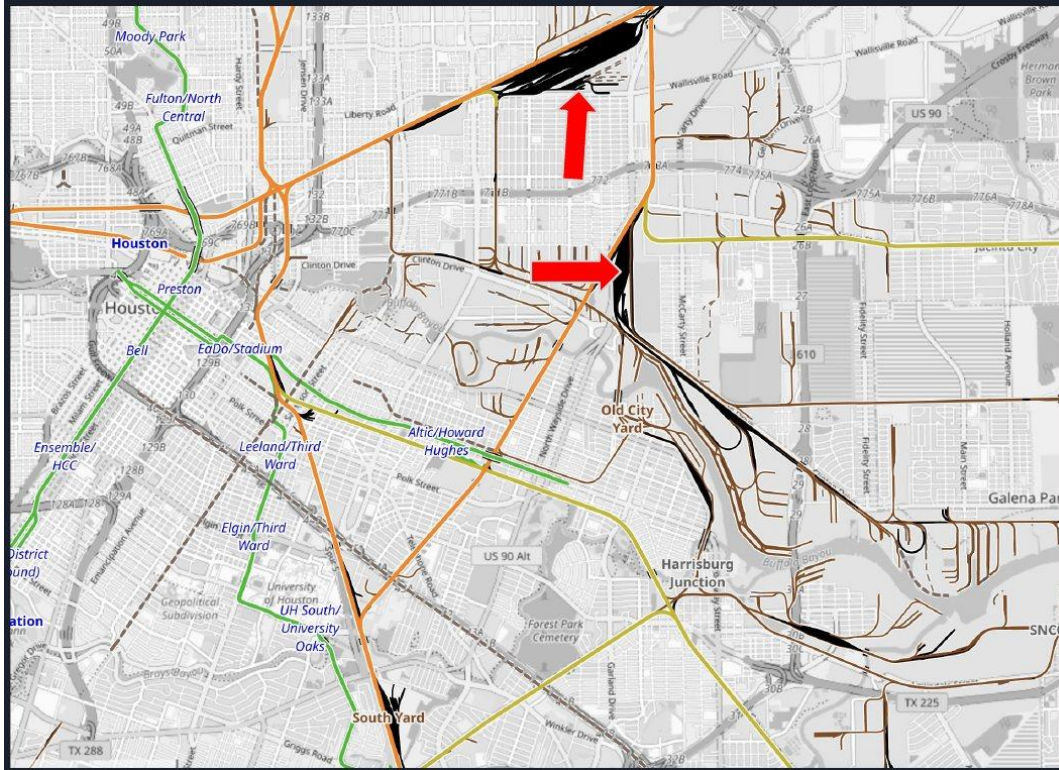


When the West Belt is running, Galveston Sub train traffic is stopped. If the train is too long, this will also block the East Belt.

If trains need to do work at Congress Yard, by East Downtown, and have to back in, that stops movement on the West Belt.

Further up the line is Tower 26, where the Terminal line from the Heights combines with the West Belt. If there is traffic on the Terminal line, West Belt traffic must yield.

When the east side backs up, we feel it



On the east side, if North Yard is busy it prevents East Belt traffic from moving.

Englewood congestion may cause East Belt trains to stop at Tower 87 until they are given clearance to proceed.

If East Belt traffic cannot move, it backs into the Galveston Sub in Eastwood and Idylwood. In some cases the West Belt is affected too.

The mechanism, in one sentence

Union Pacific runs trains that are longer than the distance between the control points where those trains can be routed or held. So a stopped train has to sit across several road crossings at the same time.

Control point segment	Subdivision	Distance	Length in feet
Tower 71 to Tower 210	Lufkin	0.60 mi	3,168
Tower 26 to Tower 71	Lufkin	0.76 mi	4,013
Tower 86 to Tower 85	East Belt	1.80 mi	9,504
Tower 210 to Tower 76	Lufkin	2.00 mi	10,560
Tower 87 to Tower 86	East Belt	2.90 mi	15,312
Tower 26 to Tower 87	Terminal	3.89 mi	20,539

A 16,000 foot train is longer than five of these six segments. A 14,000 foot train is longer than four.

On those segments a stopped train is longer than the entire distance between the points where it can be held. It must sit across the crossings in between.

Source: mileposts from the TxDOT Houston Region Freight Study, Existing Conditions.

Other factors that stop trains

Train lengths and PSR

The railroads are moving toward longer trains to improve their bottom line. They have a fiduciary duty to make money for shareholders. Longer trains, less crew, more profit.

People or cars on the tracks

When cars or people are reported on the tracks, the engineer has to get out and walk the length of the train for safety. On a long train that takes a long time.

Crew timeouts

If a crew reaches its maximum hours, like an airline crew, everything waits for a relief crew to be brought in.

Engine breakdown

A mechanical failure on the main line stops that train and everything behind it.

Safety hazards and derailments

Incidents anywhere in the terminal cascade outward through a plant with very little slack.

Longer trains mean a stopped train blocks more intersections at once. Fewer crew means the inspections needed to get moving again take longer.

Common myths about stopped trains

MYTH

Trains cannot stop for more than ten minutes.

As of right now a train can stop for as long as it wants. There is no law against stopping on the tracks. The tracks are the railroad's right of way.

MYTH

The City can cite the railroads for blocking roads.

It cannot. The railroads are protected by federal law dating to the Interstate Commerce Act. Cities that enacted their own ordinances have been challenged by the railroads, and those cases are still working through the courts.

This is exactly why the Surface Transportation Board matters. It is the one body that can impose binding conditions on how the railroads operate here.

04

The Federal Railroad Administration

The governing body of the railroads, and the reason your report matters.

The governing body of the railroads

The Federal Railroad Administration was created by the Department of Transportation Act of 1966. It is one of ten agencies within the United States Department of Transportation concerned with intermodal transportation.

"To enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future."

FRA mission statement

What does this mean for us?

It means there is a federal record of what happens at our crossings, and we are the ones who fill it in.

Do not call the number on the blue sign



The data collected from the FRA blocked crossing portal helps the FRA identify where chronic problems exist and assess the underlying causes and overall impacts of blocked crossings.

If you report on the blue crossing signs, that report does not get passed to the FRA. Without it we cannot access funding for infrastructure improvements.

One exception. If a vehicle is stuck on the tracks or anyone is in danger, call the blue sign number first, then 911. That line reaches the railroad dispatcher and can stop a train. For a blocked crossing, report to the FRA portal.

Reporting to the FRA helps all of us!

Scan to reach the blocked crossing portal



- Shows the FRA that the railroads are still blocking our intersections.
- Keeps FRA inspectors here in the area, watching the railroads.
- Shows the City of Houston we need continued support for getting around railroad infrastructure, and not only by car.
- Builds the federal record that grant applications and merger filings are judged against.

If we continue to report to the FRA, it keeps the attention on the East End. Every report is a data point in a federal record that no one can argue with.

05

Quiet Zones

What they are, how they get built, and where ours stand.

What a quiet zone is

A quiet zone is a section of rail line at least one half mile long containing one or more consecutive public highway rail grade crossings, where locomotive horns are not routinely sounded on approach, after federally required and approved safety measures are installed.

What a quiet zone is not: perfectly silent.

Trains will still sound their horns in these situations:

- A car or a person is on the tracks.
- The train is approaching a yard and needs to alert staff that it is coming in.
- The crossing arms are up or otherwise not functioning.
- There is an emergency.

In other words, a quiet zone is really a quieter zone.

How quiet zones get completed

Quiet zones require coordination between the City of Houston, the Federal Railroad Administration, and the railroad that owns the trackage rights on the line. For most of our area that is Union Pacific.

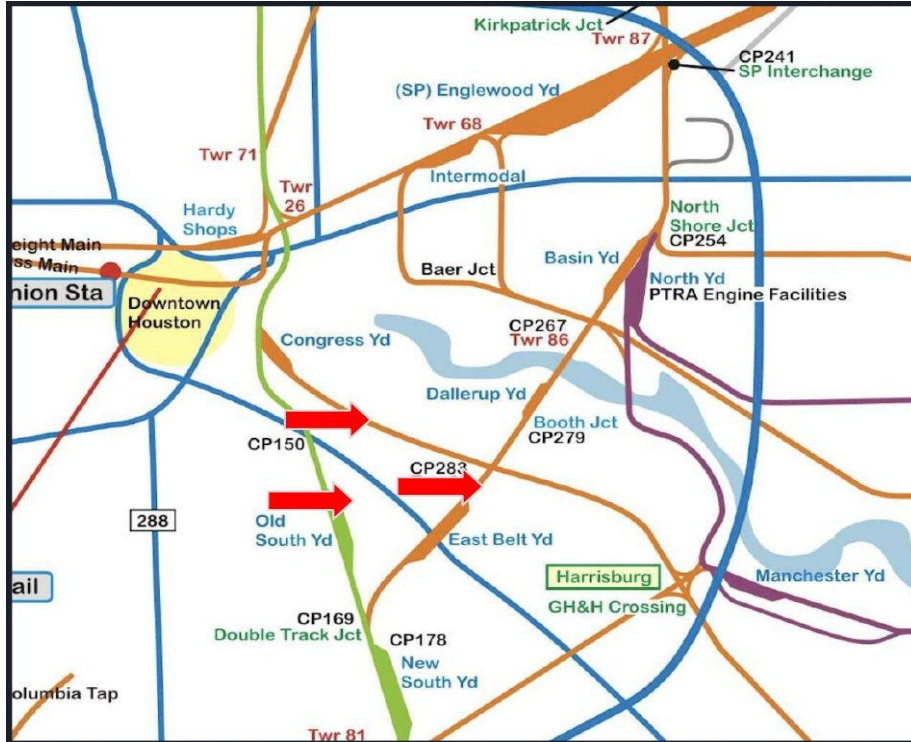
- 1 Community requests the quiet zone
- 2 City Council approves budget at each intersection, roughly \$300,000 to \$1,000,000 each
- 3 Plans drawn and approved by FRA, the railroad, and the City
- 4 City completes non railroad infrastructure improvements
- 5 Union Pacific notified for railroad infrastructure improvements
- 6 FRA inspects and signs off
- 7 If approved, Union Pacific posts the No Horn sign

2 to 5 years

Rough time to completion assuming everything goes to plan and there aren't obstacles.

Ours have taken 10 years and counting.

Where the proposed quiet zones are



For quiet zone purposes our lines carry different names, which is a constant source of confusion, including for us.

East End 3 (EE III)

is the Galveston Sub

East End 2 (EE II)

is the West Belt

East End 1 (EE I)

is the East Belt

We keep the line name and the quiet zone name together on purpose.

Where each quiet zone stands



EE I

East Belt

Mostly complete

A few intersections along this line are not finished, but it is largely there.



EE II

West Belt

Not started, but budgeted

Likely covered by the West Belt Project, which creates a sealed 9,000 foot corridor between Leeland and Commerce.



EE III

Galveston Sub

Close, but no cigar

Most of the infrastructure is in place. The city is waiting on the final piece of funding to complete the infrastructure requirements to place the no horn sign.

06

Right of Way

Whose land it is, what you may not do on it, and how to report it.

Cleaning up the right of way

The railroads have an unfortunate history of leaving their right of way in an unkept state. That does not make it ours to fix.

It is against the law to

- Dump garbage or refuse in the railroad right of way
- Enter the right of way to clean up, mow, plant gardens, or plant trees

What to do instead

- Report to 311 to create a record
- If it is Union Pacific, create a record on their website
- If you get no response, contact the Trains Committee and we escalate through the East End Rail Safety Task Force

The railroads have the right to remove anything planted in their right of way, and they are cracking down on trespassing there, citing safety. Create the record instead. The record is what we use later.

07

Projects and Plans

What is funded, what is designed, and what is decades away.

The projects, and the clock

200%+

Projected growth in freight train traffic by 2050, per H-GAC

5 yrs

To complete a single grade separation after it is funded

\$175M+

Typical construction cost of one grade separation

35

City priority crossings still waiting

H-GAC predicts freight train traffic will increase by more than 200 percent by 2050. That is under 25 years out, which is not long in infrastructure terms. The Gulf Coast Rail District has identified priority intersections it is focused on grade separating through federal funding.

Telephone Road (East Belt)

Polk (East Belt)

Cullen and Leeland (West Belt)

Broadway (by the Ship Channel)

Lawndale (East Belt and Galveston Sub)

Lockwood (Galveston Sub)

The West Belt Project

The biggest project in our area. Phase one of two.



What it includes

- An underpass at York, going under both the West Belt and the Galveston Sub
- Bike and pedestrian pathways under the rail lines at York
- An underpass under the rail at Commerce and Navigation
- A quiet zone between Leeland and Commerce

What it also means

- Combining Sampson with York
- Closing Milby at the West Belt
- Closing McKinney at the West Belt, with a bike and pedestrian bridge planned eventually

The plan was originally created by the Gulf Coast Rail District in 2012. The project extends further into Second Ward. The map shows our area.

Other projects we are tracking

- East End RAILs Feasibility Study - Eastwood and East End Triangle (Precinct 2)
- Lockwood CLEAR - Eastwood and East End Triangle (Precinct 2)
- Griggs / Mykawa / Long - South Union (City of Houston)
- Milby High School Pedestrian Bridge (TxDOT)
- NEW Sunset Limited - (TxDOT and US) (still learning details)

To watch:

- State Bill 1555 to be funded again (TxDOT)
- Increase to Railroad Crossing Elimination Grants (USA)
- Increase to CRISI Grants (USA)
- Troy Nehls Railroad Safety Act

08

The Union Pacific and Norfolk Southern Merger

Surface Transportation Board Finance Docket No. 36873. The deadlines are this fall.

What is being proposed

Union Pacific has applied to the Surface Transportation Board to combine with Norfolk Southern, creating the first single line railroad running coast to coast. The case is Finance Docket No. 36873.

One network, coast to coast

Union Pacific runs the western two thirds of the country. Norfolk Southern runs the east. Combined, freight moves through Houston without an interchange to another railroad.

Houston is a junction, not a destination

Our terminal is where that traffic is sorted. More through traffic means more classification work at Englewood and Settegast, and more movements across the East End.

The Board decides the conditions

The STB can approve, deny, or approve with binding conditions. Conditions are how communities get mitigation, and the record we build now is what conditions are drawn from.

Why Houston sits at the center of this

58.7

Trains per day on Tower 87 to Houston in the plan base, the busiest line in the city

63.8

Trains per day on that line in year five, as filed

+2.06

The share of that growth the applicants attribute to the merger

607

Trucks per day at Settegast after the merger, up 139 percent from 254

Those are the applicants' own numbers, filed with the Board. Read the third one carefully. The busiest line in the city grows by about five trains a day, and only 2.06 of them are counted as merger related. The rest is reclassified as organic growth, and the merger share is what decides whether environmental review happens at all.

The applicants have identified no new track, siding, or grade separation in the East End nor Fifth Ward to absorb any of it.

Source: STB FD 36873, application and errata filings, December 2025 through July 2026. Plan counts exclude local trains, yard moves and other railroads. UP's own actual 2024 density for the Terminal Sub between Tower 26 and Tower 87 is 85 trains a day.

Where it stands right now

Two tracks now run at the same time. Filing on one does not put you on the other.

Track 1: the merits case

Date	What is due
Sept 4, 2026	Notices of Intent to Participate
Nov 18, 2026	Comments, protests, requests for conditions
Dec 3, 2026	Preliminary DOJ and USDOT comments
Feb 16, 2027	Responses to comments
After Mar 2027	Public hearing
May 28, 2027	Final briefs
+90 days	Final Board decision after record closes

Track 2: environmental review

Date	Status
Aug 19, 2026	Preliminary consultation letters sent to agencies, Tribes and elected officials
Sept 21, 2026	Comments on preliminary consultation materials due
Not yet set	Notice of Intent, which opens formal scoping
Not yet set	Scoping period and public meetings
Not yet set	Draft EIS and comment period
Not yet set	Final EIS, then final Board decision

The Board lifted its pause and adopted this schedule on August 18, 2026. Environmental review restarted the next day. Scope gets set across three separate windows, not one, so there is more than one chance to be heard.

Source: STB decision PR 26-21, August 18, 2026, and the FD 36873 EIS site.

Houston's numbers exist in three versions

Each version made Houston look smaller with no explanation.

Houston metric	Original, Dec 2025	Amended, Apr 2026	Errata, Jul 2026
Settegast merger added trucks per day	+516 (246 to 762, up 209.8%)	+360 (242 to 614, up 141.7%)	+353 (to 607, up 139.0%)
Lafayette Sub, MP 353 to 327.7	+36.7%	+5.00 trains per day	Trains per day unchanged, tonnage cut
Houston Sub, Tower 87, MP 353 to 356.8	+36.8%	+5.00 trains per day	Trains per day unchanged, tonnage cut

The July errata also cut merger carloads on the Beaumont Sub, Glidden, and both Lafayette segments. The cover letter never mentions Houston. The reduction appears only in a footnote. Meanwhile a May 2026 filing told the Board that "not a single carload" of the diversion study had changed.

Our ask is simple and hard to refuse: reconcile the three versions on the record, and explain why the increments land on round numbers.

The threshold problem

Why environmental review stops before it reaches us

Houston is a severe ozone nonattainment area, so environmental review is triggered at an increase of 3 trains per day or 20 percent in gross tonnage. Look at where the field increases land.

Segment	Filed increase, trains per day	Reviewed?
Three approach segments east of Tower 87	+5.00	Yes
Lockwood to Tower 87	+2.29	No
Tower 87 to Houston, busiest line in the city	+2.06	No
Lockwood to Tower 26	+2.03	No
Tower 26 to Chaney to Eureka	+1.88 to +2.00	No
San Antonio, Withers to Tower 112	+2.98	No

Result: crossing, noise and quiet zone review stops at Tower 87. Only 68 crossings were analyzed, nearly all of them rural. East End crossings were excluded entirely.

Threshold at 49 CFR 1105.7(e)(5). San Antonio's segment lands 0.02 below the trigger.

The Englewood problem

The same yard, in the same application, two different answers

Appendix Q

"Manifest Yards With 20% Increase"

Englewood: 2,044 to 2,456 cars per day

up 20.1%

Environmental table A3

Yards requiring environmental review

Lists Guffey and Beaumont. No Houston yard at all.

Englewood: absent

The mechanism is an organic and transaction split that reassigns growth away from the merger, leaving the merger share at about 14.6 percent, just under the 20 percent trigger. The yard still handles 412 more cars a day either way.

This is the single strongest comment we have. It is facially inconsistent, in the applicants' own filing, about the yard that sits at the top of our neighborhood.

Train length is the mechanism

A 15,000 foot train built in a 5,000 foot yard

5,000 ft

Usable build and departure length at
Englewood Yard

15,000 ft

Trains built at Englewood, as
reported by residents

9,729 ft

Union Pacific system average, a Q4
2025 company record

7,200 ft

The length the Houston plant was
designed to hold

A 15,000 foot train built in a 5,000 foot yard leaves roughly two miles of train hanging out onto the main line and across neighborhood crossings while it is assembled and brake tested. The region's own study reached the same conclusion years ago, finding that delay here is caused by a lack of long sidings without interior road crossings, and that on the East Belt trains cannot hold between Double Track Junction and Tower 86 to meet or pass.

A train that fits the plant keeps the network moving. A train that does not fit locks it up, and the neighborhoods absorb the difference.

What we are asking the Board to do

01 Cap train length in the Houston terminal

Require the applicants to show the Houston complex can absorb post merger traffic at current train lengths without increasing blocked crossings. If they cannot, cap train length here at 7,500 feet.

02 Prohibit staging trains longer than the segment

No train may be staged that is longer than the control point segment it occupies, until the sidings and separations needed for longer trains are funded and built.

03 Extend the study area into the urban core

Environmental review must not stop at Tower 87. The East End crossings carry the traffic and were excluded from analysis entirely.

04 Reconcile the record

Require reconciliation of the three vintages of Houston numbers, and of Appendix Q against environmental table A3 on Englewood.

05 Measure a real baseline

Use City sensor data, horn events, noise levels, EMS delay and pedestrian exposure. Not modeled road train counts that run a fraction of what residents actually see.

06 Make mitigation enforceable

Conditions with reporting, a Houston community liaison, and consequences. Voluntary programs restated in a filing are not mitigation.

The Board has done this before, and it named Houston

CPKC merger, 2023

FD 36500

The Board paid particular attention to community concerns about train lengths, collects train length data so it can monitor blocked crossings, and required trains to avoid blocking public crossings longer than ten minutes.

What the Board said about Houston

FD 36500

It stands ready to modify required environmental mitigation and issue supplemental orders addressing capacity and maintaining fluidity in Houston, and it required a Houston community liaison.

CN and EJ&E, 2008

FD 35087

The Board required roughly \$100 million in mitigation, including grade crossing measures.

In the CPKC case the projected post merger average train length was 7,726 feet, which is close to the cap we are asking for. Union Pacific's average is 9,729 feet and rising.

Three dates that matter

Put these in your calendar today

September 4, 2026

File a Notice of Intent to Participate

This is what makes you a Party of Record. A comment is not the same thing. Without it you are not served filings and your position at the response round and the hearing is weaker.

September 21, 2026

Comment on the environmental consultation materials

This is the window to argue that the study area must extend into the Houston urban core, and that the baseline must be measured, not modeled.

November 18, 2026

File comments and requests for conditions

This is the merits filing. Everything in the asks section belongs here, and the scope arguments should be filed twice, in September and again in November.

09

What Residents Can Do

Four actions. All of them are free. All of them are counted.

Action 1: report every blockage to the FRA

The single most important thing you can do



Every blocked crossing you report becomes a federal data point. That record is what keeps inspectors here, what grant applications are judged against, and what the Surface Transportation Board will look at when it decides what conditions to place on this merger.

Report the crossing number from the sign, the date, the time it started, and the time it cleared. That is all it takes.

Do not call the number on the blue sign. That report never reaches the FRA.

Action 2: file with the Surface Transportation Board

Finance Docket No. 36873

By September 4

File a Notice of Intent to Participate so you are a Party of Record.

By September 21

Comment on the environmental consultation materials.

By November 18

File your comment and your requested conditions.

Anytime

Tell your own story. What a blocked crossing has cost you, your family, or your business is evidence the applicants cannot rebut.

Action 3: contact your council members

Two asks, and now a third

Quiet zones

Tell your council member you want the quiet zones completed in full, starting with EE III on the Galveston Sub, where the infrastructure is already in the ground and the work is stalled over who pays for the FRA requested changes.

A comprehensive road and rail plan

Many areas of the city have plans that outline improvements, which lets them apply for grants quickly when funding appears. The East End has no comprehensive plan and no study that incorporates our relationship with the trains. We have requested one and have not seen it.

A city position on the merger

Ask the City and the County to file their own conditions with the Board before November 18. A local government filing carries weight that individual comments cannot.

If you want help with language, email us. We write these for people every week.

Action 4: use the map

See what happens at your own crossing

We built an interactive map of the Houston rail terminal. Select any crossing and you can see how many trains run there, how many vehicles are affected, what the FRA blockage record looks like at that spot, and how far a train of a given length actually stretches from that crossing.

Pick a crossing

Trains per day, vehicles delayed, and the FRA blockage record from 2022 to 2025.

Set a train length

Watch a 7,500, 10,000 or 15,000 foot train stretch out from that crossing and see every road it covers at once.

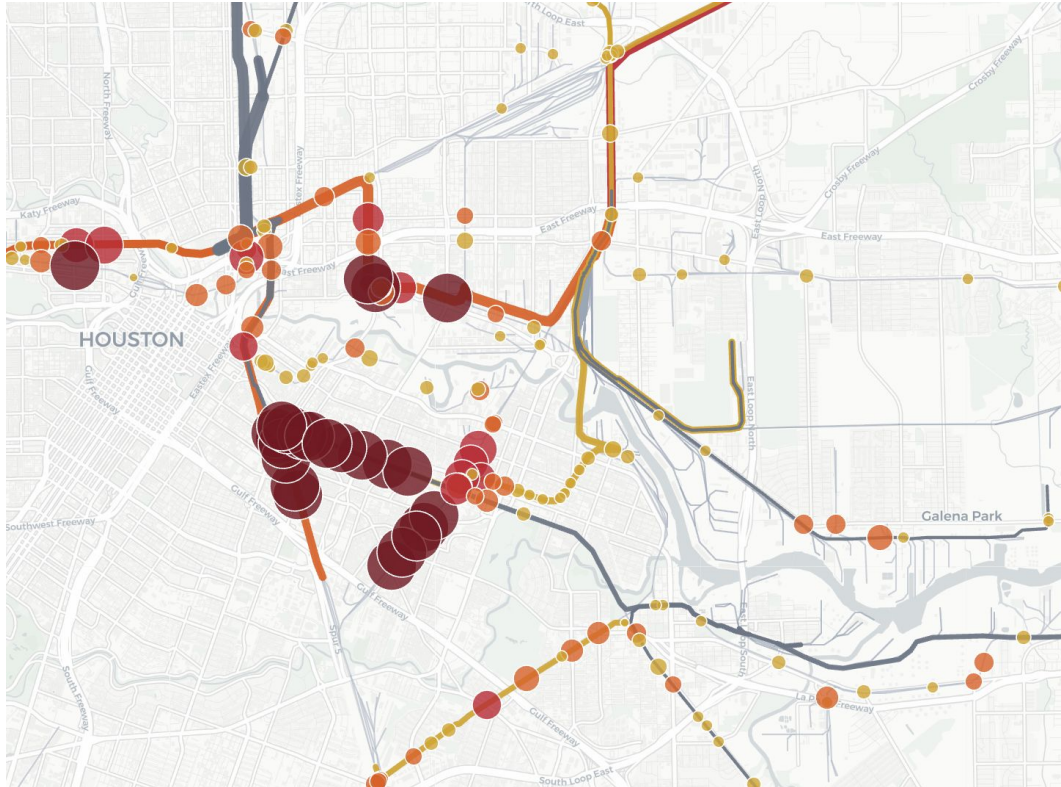
Walk the conflicts

Guided scenarios that show why Englewood, Tower 26, and the East Belt lock each other up.

Take it with you

Use it at a council meeting, a town hall, or on your phone standing at the crossing.

UP-NS Merger Impact



Check out this QR Code for an interactive map of the proposed merger.



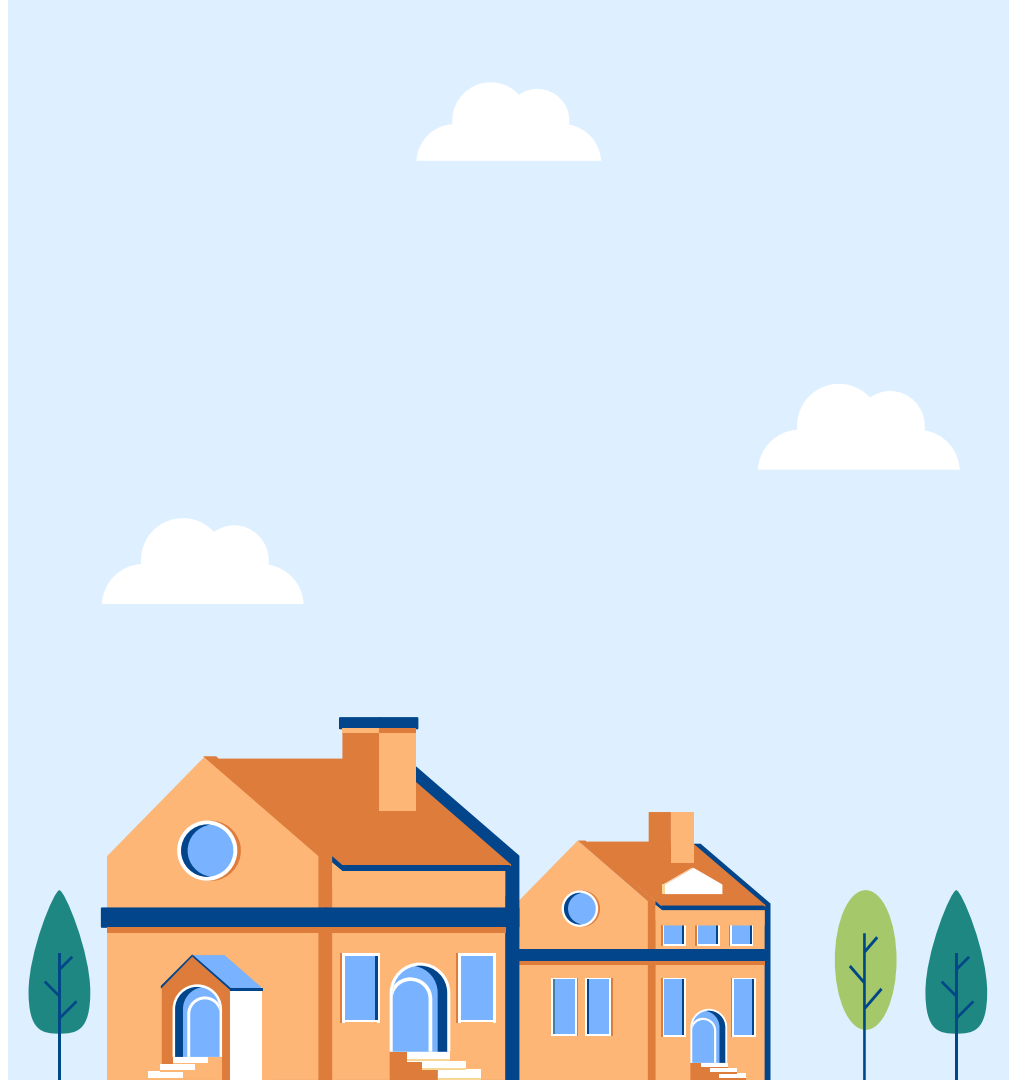
Questions?





Updates

- Transportation & Infrastructure updates
- Public Safety Committee
- HISD Updates
- Meetings attended





Transportation & Infrastructure **Updates**

- Pedestrian crossing on Wayside at Walmart Update - Amy Dinn
- TIRZ updates on Telephone Road - Lisa Hunt
- TIRZ Expanding Eastwood Park - Lisa Hunt
- Re-imagine Milby Stakeholder Meeting - Lisa Hunt
- Polk Street MOU Updates - Amy Erickson





Transportation & Infrastructure **Updates**

Known Mill and Overlay Projects, Road Closures

- Mill and Overlay on 75th Street from Navigation Boulevard to Griggs Road - May-September 2026 (METRO)
- Mill and Overlay on Canal Street from Navigation Boulevard to 75th Street - June - December 2026 (METRO)
- Mill and Overlay on Capital Street from 75th Street to US 90 Alt/Wayside Drive - May-September 2026 (METRO)
- Mill and Overlay on Lockwood Drive from Minden Street to Interstate 10 - July-December 2026 (METRO)
- Mill and Overlay on Lawndale from Telephone to Wayside - City of Houston
- Mill and Overlay on Lockwood from Leeland to Harrisburg - City of Houston
- Mill and Overlay on Leeland from Cullen to Lockwood - City of Houston
- Total Road Closure - St. Emanuel Street, both northbound and southbound, will be closed between Polk and Clay - August 10, 2026 to October 31, 2026 (NHHIP)
- Total Road Closure - Chartres Street will be completely closed between Commerce and Runnels streets. This closure will last through Sunday, January 31, 2027 (NHHIP)
- Nightly Road Closure - I-69 southbound inside lane between Elgin and Alabama streets Wednesday, July 29, 2026, and lasting through Monday, August 31, 2026 (NHHIP)





Public Safety Committee **Updates**

City of Houston Public Safety Committee had a meeting Tuesday August 25 at 10:00 AM. Robert Gallegos attended.

(quarterly immigration report on next slide)





HOUSTON POLICE DEPARTMENT

Quarterly Immigration Report

FY2026 Q4: April 1, 2026 – June 30, 2026



Compliance with City Ordinance §34-41

The Houston Police Department (HPD) prepares this quarterly public report in accordance with City Ordinance §34-41. The ordinance requires HPD to provide each City Council member with a public memorandum detailing the use of City resources for immigration-related enforcement activities. Information that could compromise an active criminal investigation or prosecution is excluded.

HPD Policy Context

Under HPD General Order 500-05, *Undocumented Immigrants*, officers may not inquire about a person's citizenship status unless the individual is lawfully detained or placed under arrest. Citizenship and immigration information is collected routinely arresting persons for Class B misdemeanors and above. Officers may also inquire about the nationality or immigration status of crime victims or witnesses when necessary to investigate a crime or to provide information about federal visa programs that assist individuals cooperating with law enforcement. Therefore, the number for reporting requirement one (1) resulted in zero known incidents for the reporting period.

Report Contents Required by Ordinance

The report shall include anonymized records of:

- (1) each instance where officers inquired into immigration status, including: the offense or ordinance section if any; the reason for the inquiry; the person's race and ethnicity; the number of officers involved; the officer employee numbers of the inquiring officers; and the general location, such as the ZIP code of the incident.
- (2) each instance where officers contacted federal immigration authorities, including ICE, or responded to requests during a field encounter from such federal immigration authorities, including: the reason for the stop, detention, or arrest; the offense or ordinance section if any; whether an administrative warrant, detainer, or criminal warrant was involved; the start and end times of detention; the officer employee numbers of the inquiring officers; the number of individuals taken into federal immigration custody for alleged civil immigration violations if known; the person's race and ethnicity; the number of officers involved; and the general location, such as the ZIP code of the incident.

Immigration-Related NCIC Hits

NCIC Hits	ICE Contacts	Avg Detention Length
103	103	39 Minutes

Immigration-Related NCIC Outcomes

Released On Scene 57.28% (59)	Transferred to ICE Custody 18.45% (19)
New Charges (JPC) 13.59% (14)	Transported to Hospital 1.94% (2)
NCIC Hits Not Confirmed 8.74% (9)	





HISD **Updates**

Many of the schools that HISD closed are going to be either sold or transferred. We don't know what will happen to them at this time.

- Spark Parks - Likely to go under maintenance of Harris County Precinct 2 starting September 1
- Port Houston and Harris County are willing to take ownership of the properties to convert to community centers, but they are at the mercy of HISD.

What can you do?

- Attend an HISD Board Meeting
- Contact your elected officials





Meetings **Attended**

- On August 5, Lindsay attended a meeting with Houston OEM to review safety implementations for the Polk St. Underpass that would help prevent drivers from driving into floodwaters.
 - August 11, Lindsay Williams attended the Gulf Coast Rail District Meeting to advocate for continued solutions in the East End for trains.
 - On August 12, Lindsay Williams, Clay Dippel, and Amy Erickson participated in the East End Rail Safety Task Force to help continue advocating for solutions around the trains
 - On August 13, Lindsay Williams attended the HSD board meeting to advocate for keeping HSD properties within the community
 - On August 17, Lindsay Williams testified at the Texas House Transportation Committee meeting to advocate for continued funding for SB 1555
 - On August 18, Lindsay Williams spoke at city council public session to advocate for the right to AC ordinance, Amy Erickson, Amy Dinn, Lisa Hunt, and Robert Gallegos (among residents and friends) advocated for the execution of the Polk St MOU
- 



Announcements

Upcoming meetings and
announcements from everyone.



Announcements

Council Member Joaquin Martinez Back-to-School Giveaway

- **Saturday, August 29th**
- **10AM – 12PM at Smither Park 2441
Munger Street**



Saturday, AUGUST 29, 2026 | 10 am - noon

It's back to school season again, and we've got you covered with free backpacks, reusable lunch bags, and school supplies. Drop by on Saturday, August 29 from 10 to noon and pick up what you need. We'll be joined by representatives from the Office of Council Member Joaquin Martinez as well as additional community partners. Refreshments, too!

Es tiempo de regreso a la escuela y te tenemos cubierto con mochilas, bolsas de lonche reusables y útiles escolares igratis! Ven a vernos el Sábado, Agosto 29 de 10 a 12 y escoge lo que necesitas. Estaremos acompañados con los representantes de la oficina del miembro de council Joaquin Martinez y otros miembros de la comunidad. Refreshcos!

This event co-presented by your neighbors at the Orange Show Center for Visionary Art and the Office of Council Member Joaquin Martinez. More info: www.orangeshow.org

ORANGE
SHOW CENTER FOR
VISIONARY ART

COUNCIL MEMBER
JOAQUIN MARTINEZ
HOUSTON CITY COUNCIL DISTRICT 1



Upcoming Meetings

East End District Board Meeting

- Where: 3211 Harrisburg, Houston, TX 77003
- Date: Thursday, August 27, 2026
- Time: 3:30 PM

H-GAC Greater Houston Freight Subcommittee Meeting

- Where: 3555 Timmons Ln. Houston, TX 77027
- Date: Thursday, August 27, 2026
- Time: 1:30 PM – 3:30 PM

H-GAC Transportation Policy Council

- Where: 3555 Timmons Ln. Houston, TX 77027
- Date: Friday, August 28, 2026
- Time: 9:30 AM – 11:00 AM





Neighbor Comments

Raising Issues, Concerns, Announcements

Open floor for comments, announcements, or to flag issues for upcoming discussion or action. 1 min per person please.

If we run out of time, we may need to take your information afterwards.





How did this meeting go?

We want to hear from you! Was the meeting helpful
and informative?

1 through 5

1 - it didn't sit well with me and 5 - I loved it!

(hold up your fingers)





Next Meeting

- Date: Wednesday September 23
- Time: 6:30 PM
- Location: Right here!





THANKS!

DO YOU HAVE ANY QUESTIONS?

superneighborhood64and88@gmail.com

Check out our website sn6488.org

Facebook: facebook.com/groups/sn64and88

Instagram: instagram.com/superneighborhood6488

CREDITS: This presentation template was
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For May Updates - Scan here!



bitly

