DANGER ON THE ROAD

A closer look at the Houston Police Department's entanglement with ICE

OCTOBER 2026

I. INTRODUCTION/BACKGROUND

Texas is the playbook for the immigration enforcement we are currently experiencing on a national scale. As the epicenter of criminalization, Texas has an incarceration rate of 751 per 100,000 people.[1] In addition to Texas' high incarceration rate, anti-immigrant sentiment is widespread across the state. For the past few years, anti-immigrant laws have been masked as "criminal justice" related bills, the State of Texas has denied or blocked access to services for immigrant communities, the use of technology and surveillance has become embedded in policing practices, and local resources are used to hunt down immigrant community members. These deeply entrenched systems serve as prime breeding grounds for high levels of entanglement between the criminal legal and immigration systems in Texas.

In March 2021, weeks after Winter Storm Uri killed hundreds of Texans due to power grid failures causing widespread power outages, Governor Abbott launched Operation Lone Star (OLS). OLS is a state-led immigration enforcement scheme that has cost Texas taxpayers over $14 billion since 2021. The stated purpose of OLS was to respond to the escalating border "crisis," however the true reason was to create a model for harsh immigration enforcement and maximize deportations. Under OLS, Governor Abbott ordered Texas Department of Public Safety (DPS) officers and the Texas national guard to "high threat areas" along the border to arrest and charge Black and

1 This number includes people in prisons, jails, immigration detention and juvenile justice facilities. Texas incarcerates a higher rate of its residents than the United States as a whole.

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Brown migrants with trespassing on private land, transfer migrants to state prisons that are arbitrarily converted into migrant jails, and funnel them through a separate state court system. Additionally, Governor Abbott declared a "disaster" in certain counties along the border which allowed him to use state and local resources to respond to said conditions. Over the years, the State of Texas has codified and further cemented the use of local resources to enforce federal immigration laws.[2] This has left Texans without vital funding for real community needs.[3]



When Donald Trump campaigned for a second term, he did so by using hateful rhetoric and promises to increase immigration enforcement across the country. As soon as he took office on January 20, 2025, Trump immediately signed proclamations such as, Guaranteeing the States Protection Against Invasion, Securing Our Borders, and declaring a national emergency at the Southern border. Trump used words like "invasion" to justify his war on immigrant communities, taking a page out of Texas' playbook. The Trump Administration further escalated their enforcement agenda by using local police departments as extensions of their immigration enforcement arm. In February of 2025, the administration placed over 700,000 ICE administrative "warrants"[4] into the National Crime Information Center (NCIC), a database routinely used by police officers in the course of everyday interactions. Immigration and Custom Enforcement (ICE) administrative "warrants" are not the same as criminal

2 Passed in 2017, SB 4, anti sanctuary city bill prohibits creating policies that materially limit collaboration with ICE. Passed in 2021, HB9 bank rolled OLS; HB1900 prohibits defunding police once money is given to the police budget and in turn permanently defunds vital departments needed by Texans. Passed in 2023, SB 4, driver prosecution bill made it a mandatory 10 year sentence for anyone transporting an undocumented person in their car; SB 4: Criminalizing immigration, allows for peace officers to arrest and detain anyone suspected of being in Texas illegally and gives state court judges the power to remove someone. Passed in 2025, SB 8 mandates Sheriffs that oversee jails to enter into 287g agreements by December 1, 2026.

3 In 2021, Governor Abbott signed a bill that sets to punish localities who promote defunding the police efforts. This means that once the budget is allocated to police departments, that money cannot be taken away, therefore permanently defunding other vital departments.

4 Hereinafter I will refer to ICE administrative warrants as "warrants" as they are not real. They do not go through the same level of scrutiny as criminal warrants and do not bear the same weight.

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warrants.[5] ICE administrative "warrants" are not reviewed or issued by a neutral judge and do not provide any authority for state or local law enforcement officers to detain anyone. Under federal law and regulations, only specific authorized federal immigration authorities can execute ICE administrative "warrants."

Houstonians began feeling the impacts of the 700,000 ICE administrative "warrants" placed in NCIC in February of 2025. For years, community members reported Houston Police Department (HPD) officers calling ICE on drivers on rare occasions but in 2025, the calls to ICE dramatically increased, despite HPD not having the authority to arrest or detain anyone on the basis of this type of "warrant." Additionally, the Fourth Amendment prohibits HPD from prolonging detention on the basis of an administrative ICE "warrant." Texas peace officers do not have authority to enforce civil immigration laws. Prolonging stops for matters outside the initial purpose of the stop requires reasonable suspicion of a new crime, and an ICE "warrant" does not do this. In *Rodriguez v. United States*, the Supreme Court emphasized that this includes even very brief detentions: a seven-minute hold during a traffic stop without reasonable suspicion of a crime violated the Fourth Amendment.[6] Despite HPD not having authority to arrest or detain anyone, they routinely held drivers as long as 1 to 1.5 hours, searching and placing drivers in the prisoner section of their law enforcement vehicles and in some instances, drove Houstonians to ICE to transfer custody.

In April 2025, the Immigrant Legal Resource Center (ILRC) began submitting Public Information Act requests (PIAs) to monitor the escalating use of traffic stops to enforce immigration laws by HPD. Although the PIA information demonstrated concerning trends and use of local police to enforce immigration laws, Mayor Whitmire and HPD Chief Noe Diaz publicly denied HPD's entanglement with ICE. As a result, Houston Leads coalition worked to bring public awareness to elected officials and community members about HPD's concerning practices and blatant collusion with ICE. On July 28, 2025, Houston Leads held a policy briefing where coalition members met

5 ICE administrative "warrants" are also sometimes referred to as ICE "warrants."
6 *Rodriguez v. United States*, 575 U.S. 348, 354 (2015).

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with Houston City Councilmembers and their staff to share the findings and urge them to take action. However, those calls landed on deaf ears.

In March 2026, ILRC discovered two concerning reports that showed HPD officers physically drove two Houston drivers from the scene of the initial traffic stop to ICE custody several miles away. This was in direct contradiction with what Mayor Whitmire and HPD Chief Diaz told the public. ILRC partnered with the Houston Chronicle to bring these reports to light. Days later, in a press conference held by Mayor Whitmire and the Houston Police Department (HPD), HPD Chief Diaz admitted that in fact 17 drivers were physically transported to ICE custody, not just the two that were reported on. At this press conference, Mayor Whitmire and HPD Chief Diaz presented a new policy which would give ICE 30 minutes to arrive at the scene. However, this policy far surpassed the timeframe the Supreme Court already determined was unlawful.[7]

In April 2026, after a year of community organizing by Houston Leads coalition which demanded an end to HPD and Immigration and Customs Enforcement (ICE) entanglement, Houston City Council passed an ordinance aiming to establish clear Fourth Amendment protections for Houston drivers and ensure that they would not be unlawfully detained on the basis of an ICE administrative "warrant." Importantly, the ordinance sought to end the unconstitutional practice of HPD prolonging the detention of Houston drivers based on such "warrants." Given the lack of transparency on the true extent of HPD's involvement with ICE, the ordinance sought to provide Houstonians with a clear record of the amount of times HPD called ICE on Houston drivers.[8] While other major Texas cities like Austin and Dallas also sought to change their general orders, the passing of Houston's new ordinance resulted in heavy-handed and repressive retaliation from the State of Texas. This is not an anomaly. Houston is often the testing ground for immigration enforcement that will be replicated across the state and nation.

7 *Id*. (Holding that even a brief detention of 7 minutes without reasonable suspicion of a crime violated the 4th amendment).

8 When analyzing HPD PIA data we received with PIA data received by the Houston Chronicle, we found that some reports were released in some instances and not in others. For example, during Mayor Whitmire and Chief Diaz's press conference in March 2025, we found out that the amount of times HPD physically drove Houston drivers to ICE were 17 times, not the initial 2 that were released in our PIA results to that date.

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On April 13, 2026, the Public Safety Office of the Office of the Governor sent Mayor Whitmire a letter threatening to take away $110 million dollars in public safety grants unless the City Council reverted the ordinance. Three days later, Texas Attorney General Ken Paxton filed a lawsuit against the City of Houston, Mayor Whitmire, all City Council members, and Chief Diaz stating that the ordinance violated SB 4 from 2017. The actions by Governor Abbott and Texas Attorney General Ken Paxton held Houston hostage for passing an ordinance aimed at protecting Houstonians by upholding protections guaranteed in the U.S. Constitution for all of its residents. Instead of continuing to stand with the community and ending the unconstitutional practice of prolonging detentions, Mayor Whitmire and Governor Abbott pushed a different version of the ordinance which eroded the protections won. Now, HPD is encouraged to detain Houstonians for a "reasonable amount of time" which has led to drivers being detained for up to two hours. While this version of the ordinance kept the transparent reporting requirement, it added a limitation to the release of information deemed "confidential by law."[9]

This brief will focus on 2025 data gathered from the Houston Police Department (HPD) police reports coded as "immigration inquiry."[10] This brief will also takes a look at continuing trends in 2026. By analyzing the HPD data, we can anticipate future immigration enforcement patterns in Houston and provide data-driven policy recommendations to help disentangle these agencies.

II. SUMMARY OF FINDINGS

Our analysis of the HPD data from January to December 2025 showed that last year, HPD frequently worked with Immigration and Customs Enforcement (ICE) through traffic stops.[11] In 2025, HPD reported that they called ICE 98 times and in the most egregious cases, detained drivers anywhere between 1-1.5 hours.[12] A full 50% of the

9 The first data report was released to the public on July 17, 2026. The extent of how transparent this data is has yet to be determined.

10 Per a February 26, 2025 email sent by Executive Chief Thomas Hardin to HPD leadership, all instances where HPD officers encounter someone with an ICE administrative "warrant" should be coded as 37540 A, Immigration Inquiry.

11 The data was collected through Public Information Act requests (PIAs) submitted from April 2025 to May 2026. We specifically looked at reports labeled "immigration inquiry."

12 As stated previously, the Supreme Court emphasized that even very brief detention-a seven-minute hold during a traffic stop without

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HPD reports that were coded as "immigration inquiry" failed to justify or list why the driver was pulled over in the first place. HPD's lack of basis for a stop begs the question of whether it was an illegal detention based on the driver's race or ethnicity, conducted purely with the intent to call ICE. Meanwhile in the reports where this information was included, the top three reasons were: responding to accidents (22%), expired vehicle registration (14%)[13], and license plate violations (13%)[14]. Of these, 68% of the HPD reports failed to state whether a citation was given as a result of the stop. Ultimately only 26% of all stops from these reports resulted in a citation. The instances in which citations were ultimately given were few.

HIGHLIGHT: *IN 2025, HPD REPORTED THAT THEY CALLED ICE 98 TIMES AND IN THE MOST EGREGIOUS CASES, DETAINED DRIVERS ANYWHERE BETWEEN 1-1.5 HOURS*

Latinx drivers were disproportionately targeted by the Houston Police Department in order to carry out their collusion with ICE. While Latinx drivers are not the only drivers at risk of increased police encounters due to traffic stops, Latinx drivers should exercise caution when driving in Houston. Latinx drivers in 77036[15] and 77092[16] zipcodes should exercise extreme caution as these two zipcodes had the highest number of calls to ICE stemming from traffic stops. While most calls to ICE did not end in an ICE arrest, the impact of the calls is significant. Based on the police reports reviewed, while an Immigration and Customs Enforcement (ICE) officer may not have arrived at the scene, it did not stop the Houston Police Department (HPD) from sharing

reasonable suspicion of a crime violated the Fourth Amendment. Rodriguez v. United States, 575 U.S. 348, 354 (2015). Therefore, the fact that HPD held drivers for 60 to 90 minutes on some occasions is not only unconstitutional but also deeply concerning. Separately, while these reports indicate that only 98 of 148 stops lead to a call to ICE, all but 2 of the remaining reports failed to note entirely whether ICE was called. It is possible, then, that more than 98 reports resulted in a call to ICE but the officer failed to identify this in the reports. This is another illustration of HPD's concerning failure to adequately report information in relation to these stops.

13 It is important to note that the Department of Motor Vehicles in Texas is now implementing strict photo identification requirements which will effectively impact undocumented drivers. Now they will no longer have the ability to legally register their cars due to the photo ID requirement.

14 Reasons for stops listed on reports differ from violation types, so while these were the top 3 reasons identified for stops in those reports, there were several other reasons that appeared less frequently. Those account for the remainder of the total number of listed reasons for stops.

15 77036 is an international zip code in Southwest Houston that includes: Chinatown, Mahatma Gandhi district and Sharpstown. Southwest Houston is home to many immigrant/mixed status families.

16 77092 is a predominantly Latinx zip code in Northwest Houston that includes: Village of Oak Forest, Rosslyn, Yorkwood, Cole Creek Manor, Langwood, and Northwest Crossing neighborhoods.

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identifiable information with ICE for enforcement at a later time. On two occasions, HPD officers physically drove several miles from the scene of the stop to where ICE would take custody of the driver.[17] It is evident that now more than ever, a simple interaction with law enforcement can lead to permanent family separation.

III. METHODOLOGY

For this brief, we examined data from the HPD traffic reports covering the period of January 1, 2025 to December 31, 2025 that we obtained via Public Information Act (PIA) requests. We specifically requested offense reports, arrest summaries, case summaries, and incident reports with supplemental narratives for all reports labeled "Immigration Inquiry".[18] This resulted in 148 records. Several reports that are included in this analysis were not clearly identified as traffic incidents. We chose to include most of these, in part as a result of the relevant HPD divisions involved in the incidents. Given our focus on traffic incidents, we also excluded a very small number of reports that were unrelated to this subject.

These reports offer valuable information for understanding the relationship between traffic stops and HPD's entanglement with Immigration and Customs Enforcement (ICE) while also raising important ongoing questions about this relationship. We categorized the data from the reports to provide summary statistics of several variables of interest, including: type of violation; type of violation relative to calls placed to ICE by HPD officer; listed reason for stop; and zip code of stop and subsequent ICE arrest. The data is presented in tabular and graphic form to identify important trends across the existing data.

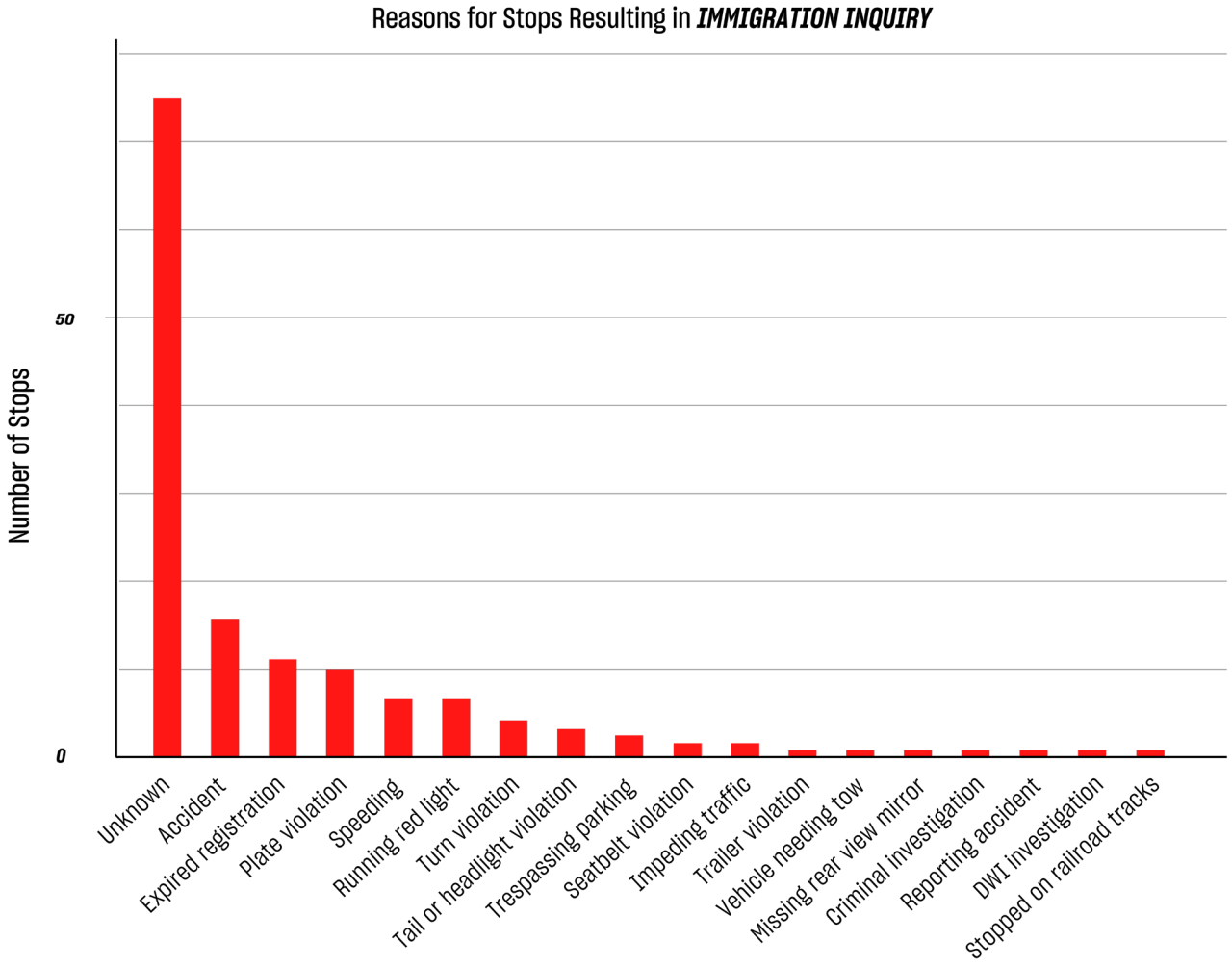
In the findings below, we discuss types of violations, reasons for stops, and their correlations with officers' calls to ICE during the stop. We also discuss the relationship between the location of stops and eventual ICE arrests.

17 It is important to note that despite only 2 reports showing HPD physically transporting drivers to ICE, HPD Chief Diaz and Mayor Whitmire admitted in a March press conference that this actually happened 17 times.

18 Note that some reports received were not labelled "immigration inquiry," but the report summary noted an immigration-related encounter had occurred.

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IV. FINDINGS

Reasons for Stops

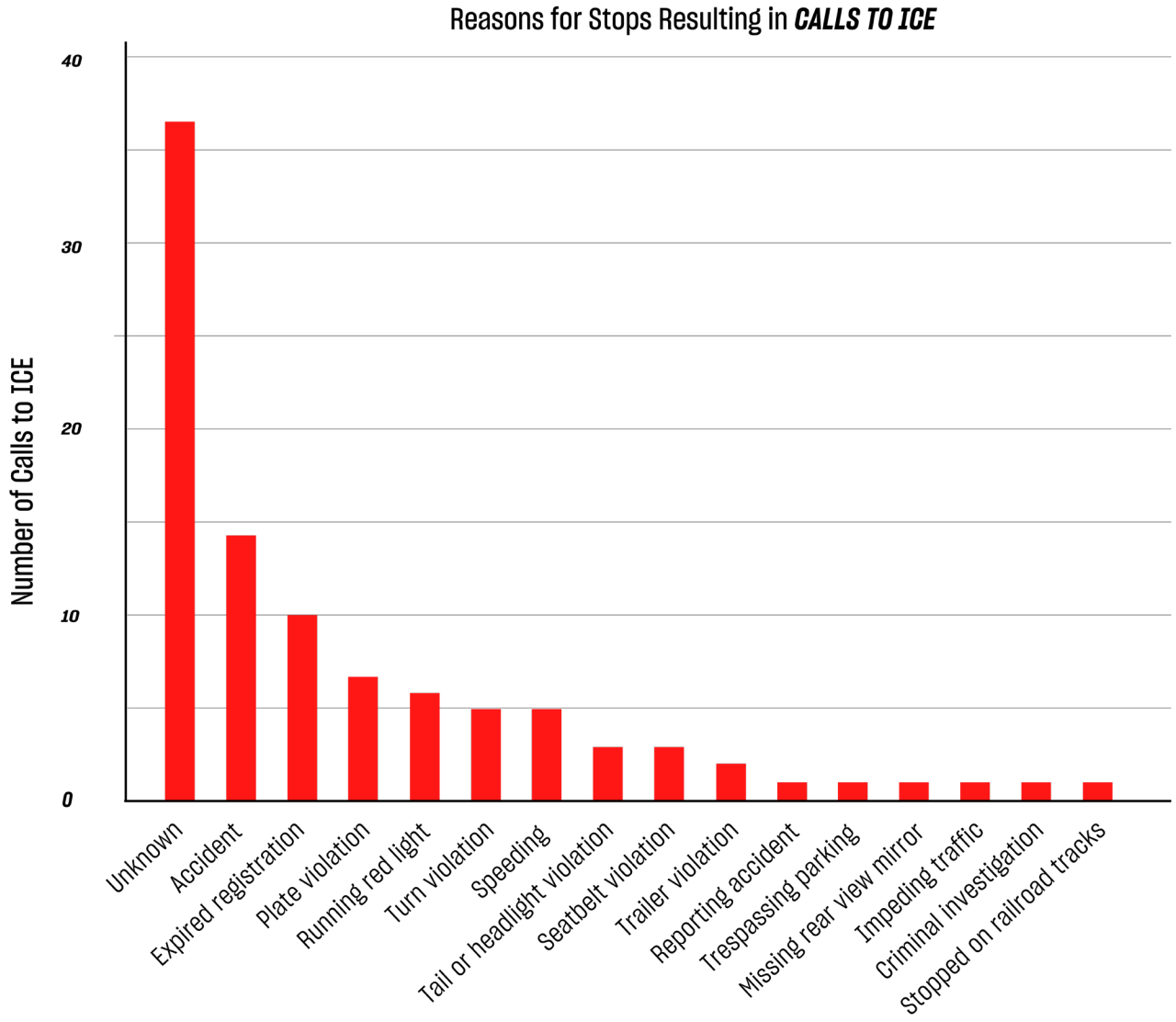
As referenced in the summary of findings, the leading issue with this area of the 148 reports we reviewed was that the reason for pulling a vehicle over was not identified by the officer on duty (n=74). Beyond this, the most commonly identified reason for stops involved issues with registrations and license plates (n=21). This includes expired registrations (the majority), fictitious or expired plates, and missing or

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improperly displayed plates. Traffic accidents were the third most common reason (n=17) for stops, which included both drivers who had themselves been involved in accidents and those who flagged officers to report accidents or seek assistance.

While infrequently resulting in an Immigration and Customs Enforcement (ICE) arrest,



the majority of these stops resulted in a call to ICE by the officer on duty. Over half of those identified as unknown (n=27) and nearly all of those identified as related to either accidents (n=15) or registration and plate issues (n=15) ended in calls being placed to ICE.

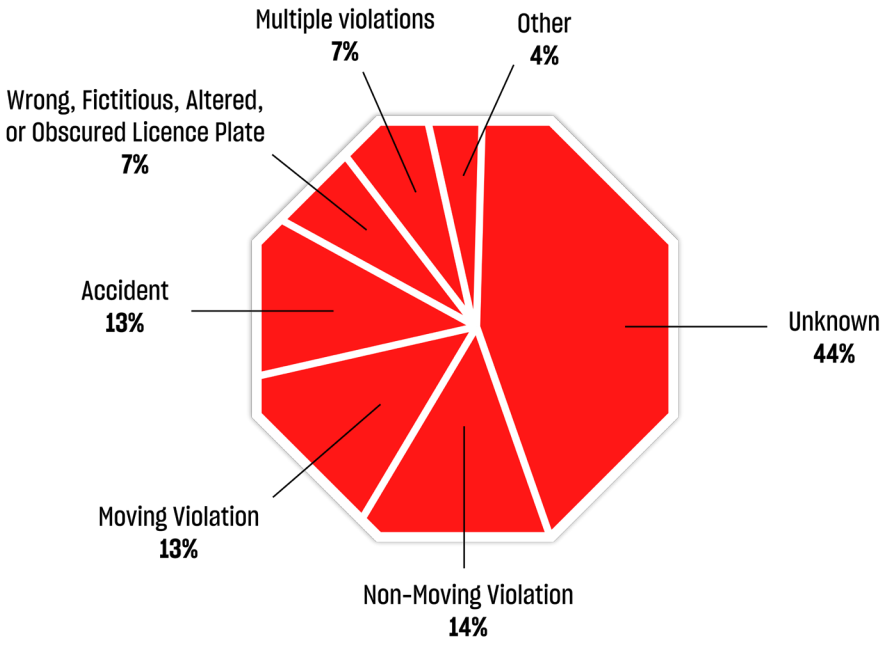
As previously noted, the length of stop–during which a call was placed to Immigration

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and Customs Enforcement (ICE) and an immigration officer either did or did not arrive to make an arrest–was not documented in approximately 95% (n=142) of reports. When this did appear in reports, officers noted that drivers were detained for approximately 1-1.5 hours. On two occasions, HPD officers agreed to transfer drivers to other locations in order to meet with an arresting ICE officer.[19] Of additional note is that while the data we received and reviewed only documented two transfers of drivers between the Houston Police Department (HPD) and ICE, HPD admitted in a press conference that there were additional transfers.

Violations



Like the reported reasons for stops, in the 148 traffic reports we reviewed, 44% did not identify a specific violation (n=66). Over the course of the year, these "unknown" violations in reports increased, with a notable spike in August 2025. Other recurrent missing variables in reports, again increasing over the year, involved whether a citation was issued at the conclusion of the stop and reasons listed for an Immigration and Customs Enforcement (ICE) warrant. Both of these were often not identified in these reports, or in the case of warrant details, reported information was often vague (for instance, using simple, imprecise language like "ICE hit" to identify the "warrant"). This highlights a major concern that what should be readily accessible data on such stops in these reports is either unavailable or

19 The length of time for these transfers was unclear in the reports but based upon more recent data, it appears that wait times were substantial. According to a report from the Texas Tribune in July 2026, which reviewed a quarterly immigration report on data from April to July 2026, over half of those encounters involving HPD and ICE officers resulted in an approximate wait time of 39 minutes.

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misleading. This could suggest the data is missing because the stops were pretextual.

The next most common types of violations from this dataset were non-moving violations (n=21), moving violations (n=19), and accidents (n=17). The most common non-moving violations involved registration or plate issues, and the most common moving violations were speeding and running red lights. The majority of both moving and non-moving violations (as well as accidents) led to calls to ICE by the officer on duty.

Place

The predominance of stops, calls to ICE, and subsequent arrests within particular zip codes suggests another consequential pattern. In 2025, two Harris County zip codes saw significantly more immigration inquiry-based traffic stops than those occurring in other zip codes reflected in the reports. Of total stops, 10% (n=15) occurred in zip code 77036, and 7% (n=10) of those occurred in zip code 77092. Out of the total 148 stops, there were reported 98 calls placed to ICE during the course of a stop for any cause.[20] Of those 98 calls, 13% (n=13) occurred in the zip code 77036, and 7% (n=7) occurred in the zip code 77092. 45% of total calls in any zip code (n=44) resulted in an ICE arrest, with 18% (n=8) occurring within a single zip code, 77036.

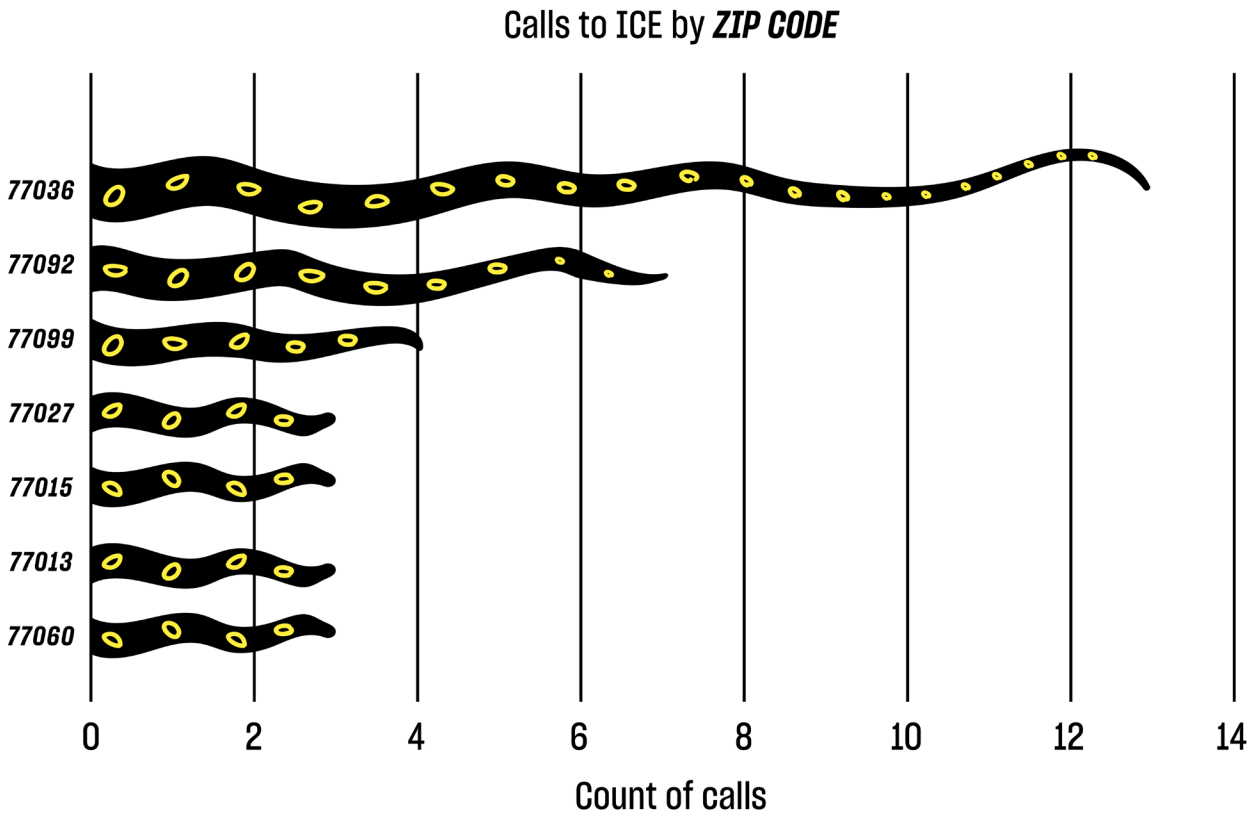
It is important to highlight that the populations of these zip codes are majority Latinx, with 67% of the total population in 77036 and 63% in 77092. Additionally, over half of the population of 77036 and a third of 77092 identifies as an immigrant, and 77036 is home to the long-standing immigrant community of Sharpstown, one of the most diverse neighborhoods in all of Houston.[21] Given this, the significant overrepresentation of these specific zip codes in reported stops and calls to ICE suggest intentional targeting of largely immigrant communities.

20 As a reminder, while these reports officially document that only 98 of the 148 stops resulted in a call to ICE, the vast majority (48) of the remainder of the total count did not document whether or not ICE was called. This important information was missing from those reports.

21 Based on 2026 City of Houston demographic data, found on Houston State of Health website: https://www.houstonstateofhealth.com/?module=demographicdata&controller=index&action=index&id=38566&sectionId=930; https://kinder.rice.edu/urbanedge/what-evolution-two-frank-sharp-developments-says-about-houston

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V. POLICY RECOMMENDATIONS

For years, Texas has criminalized immigration and made it increasingly difficult for undocumented people and mixed status families to live with dignity. While the landscape may be challenging, it is important to continue advocating for policy solutions that will uplift immigrant communities. Our recommendations include:

- Promote policies that push state-level representatives to reframe public safety by changing laws and policies such as the Requirement for Vehicle Registration Transactions

As of March 5, 2026, Texas drivers seeking to register their vehicle for the first time will be required to show proof of valid identification and lawful status in the United States. On January 1, 2027, this policy takes effect for registration renewals. Policies like this, while passed under the guise of helping the larger community and promoting public safety, in practice make everyone less safe. As a result of this policy, drivers

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are effectively forced to operate vehicles without the proper registration. This policy will also further criminalize certain communities because they do not have access to valid identification. While on its face the policy is masked as something helpful for the community, it is important to think through how it can impact different groups and work against its stated purpose.

➡ Continue to advocate for greater access to legal counsel

Due to increasing immigration enforcement in the state and across the country, growing numbers of community members are facing permanent family separation after simple interactions with law enforcement. We are concurrently witnessing a decline in access to free legal services for immigrant communities. In fiscal year 2025, Harris County residents with legal immigration representation were over eight times more likely to win their cases than those left to defend themselves alone. Unfortunately, over 60 percent of Harris County residents with cases pending in immigration court do not have an attorney. In November 2025, Texas Attorney General Ken Paxton sued Harris County for providing $1.3 million in immigration assistance to community members in the county through the Immigrant Legal Service Fund (ILSF). The ILSF was first created in 2020 to provide access to deportation defense representation for Harris County residents. While the Constitution allows everyone, regardless of immigration status, to access an attorney, free attorneys are not provided for immigration cases. The ILSF sought to close this gap and provide free representation to community members facing permanent family separation. In June 2026, the Texas Supreme Court temporarily blocked funding for ILSF, and this has had significant detrimental effects on our community. Advocating for measures that impact not just immigrants but their families is a more holistic approach to caring for our community members and helping them fight the injustices they face.

➡ End non-safety traffic stops

Non-safety traffic stops or non-moving violations are stops unrelated to public

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safety concerns such as speeding. They are minor vehicle violations, such as a broken taillight, expired registration, dark tinted windows, or items hanging from a rearview mirror. Our data analysis demonstrated that in 2025, Latinx drivers in specific zip codes were disproportionately targeted by the Houston Police Department (HPD) for immigration enforcement. These results are in line with HPD's practice of disproportionally targeting Black and Brown drivers. In 2025, HPD conducted a total of 294,718 traffic stops, of which 102,000 were non-safety traffic stops. Black drivers accounted for the majority (105,000) of the stops, while Latinx drivers came in second (91,000). This means that in the city of Houston, the likelihood that a simple interaction with law enforcement will lead to family separation is high.The immigration enforcement system often replicates tactics taken from centuries of the criminal legal system targeting Black communities. It is not surprising that local police are using pretextual stops to further the Trump Administration's immigration enforcement agenda. By ending the practice of non-safety traffic stops, simple interactions with police officers are less likely to end in family separation, violence, or death.

- Revisit the Houston Immigration Ordinance and police collaboration ordinances at large in Texas to ensure police departments are in compliance with state laws but not engaging in immigration enforcement over what is required under the law.

While ending non-safety traffic stops impacts a broad swath of community members, analysis of HPD's 2025 data found that the department also called Immigration and Customs Enforcement (ICE) for moving violations (such as speeding or running red lights) and vehicle accidents. Therefore, it is important to also advocate for revision of local ordinances, such as the Houston Immigration Ordinance, to ensure that police departments like the Houston Police Department (HPD) are not entangled with ICE in instances more than what is minimally required under the law. The Trump Administration has gone above and beyond to ensure the Department of Homeland Security (DHS), and in turn ICE, have resources to carry out their mass deportation

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agenda. While ICE is incredibly well funded, they are depending increasingly on local resources to fulfill their "removal" agenda. The current administration has used 287(g) agreements to ensure that local police departments participate in immigration enforcement around the nation.[22] Even without the existence of formal 287(g) agreements, some states have mandated entanglement with ICE through state laws, like in Texas.[23] For years, advocates have warned that intertwining local law enforcement with a rogue agency like ICE will lead to death. In the summer of 2026, law enforcement helped ICE obtain information that ultimately led to Mr. Lorenzo Salgado Araujo's death in Houston. Policies must be put in place that protect community members from violence at the hands of the state. Advocating for an update to Houston's Immigration Ordinance is an essential step toward avoiding further violence.

- Advocate for investment in communities and divestment from law enforcement

As mentioned above, there is no need for local resources to support agencies like ICE which have proven to behave in violent and rogue ways. As a result of a law passed in Texas in 2021, any money that is allocated to law enforcement cannot be taken away because that would be considered "defunding the police." This means that while more money is invested in law enforcement, other valuable resources and departments will go unfunded or face budget cuts because the money allocated to law enforcement cannot be returned. As such, greater advocacy for investment in what our communities actually need-such as disaster preparation, education, access to housing, and healthcare-is crucial.

VI. A LOOK INTO 2026

Thanks to a year of community advocacy, Houstonians are now able to get a public account of the number of times the Houston Police Department (HPD) called

22 287(g) is a program for allowing state and local agencies to act as immigration enforcement agents. Under 287(g), ICE forms an agreement with a state or local agency - most often a county sheriff that runs a local jail - and this agreement delegates specific immigration enforcement authority to designated officers within the local agency.

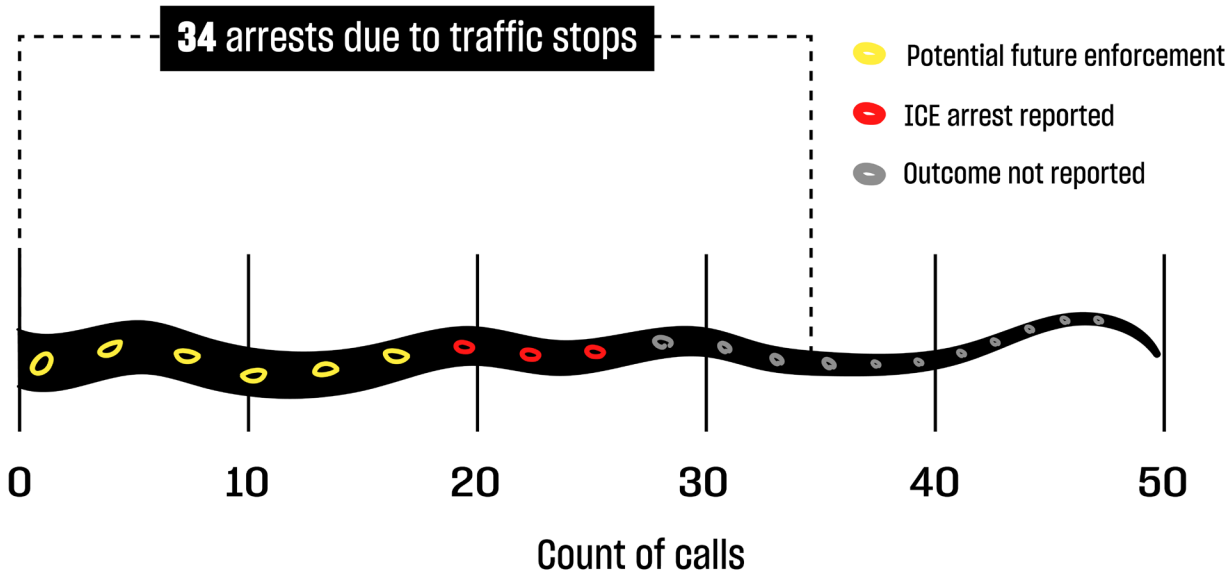
23 SB 4 (2017) is often used to justify local police entanglement with ICE. While SB 4 (2017) prohibits creating policies that limit ICE and local law enforcement collaboration, SB 4 (2017) does not mandate it.

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Immigration and Customs Enforcement (ICE) during routine encounters. The first report was made available to the public on July 17, 2026. This report covers HPD's calls to ICE from April 1, 2026 to June 30, 2026. To get a better picture of what enforcement in 2026 looks like, ILRC submitted Public Information Act requests (PIAs) for HPD and ICE collusion data from January to May 2026. In analyzing the data, we found similar patterns of enforcement in 2026 as we saw in 2025.

From January to March 31, 2026, HPD called ICE 50 times. In the reports received, race and ethnicity of the person detained was not listed but the few reports that did list this information were listed as Latinx. 77036 and 77092 remained the two zip codes with the most calls to ICE. Out of the 50 calls to ICE, 34 stemmed from traffic stops. The majority of the types of traffic violations were moving violations. Out of the 50 calls, 4 led to arrests by ICE, 17 were released but ICE likely collected their data for enforcement at a later time, and the rest did not provide information as to whether the calls to ICE ended in an arrest. The average duration of detention for the 50 calls was about 113 minutes or about 1 hour and 53 minutes.

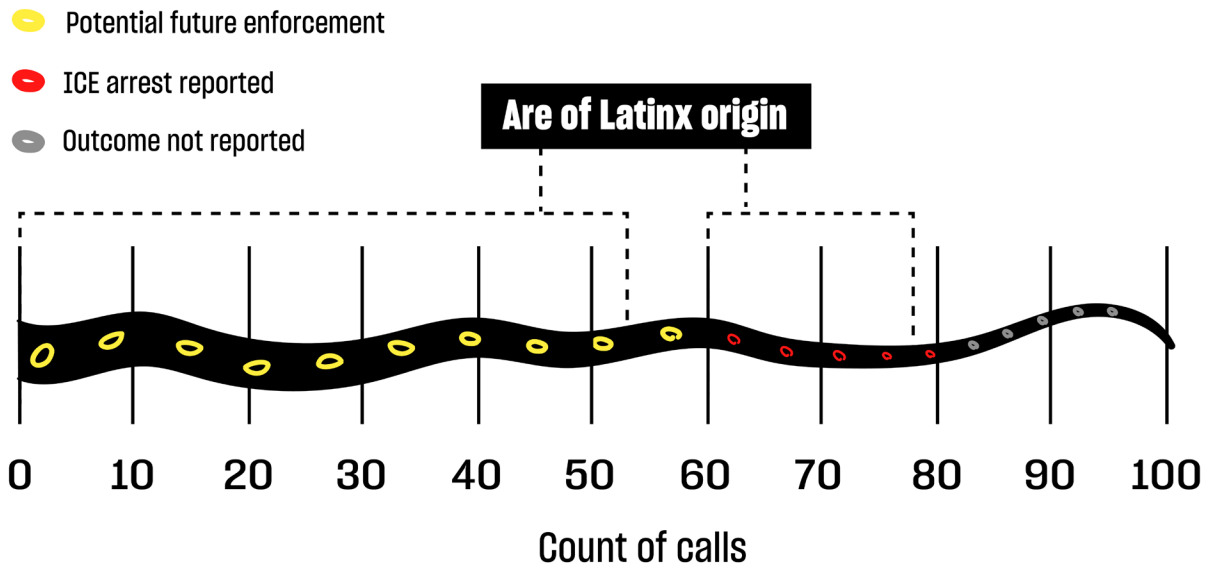


In analyzing the HPD data made available through the first report published on July 17, 2026, from April to June 2026, HPD called ICE a total of 103 times. Out of these calls, 59 people were released, meaning ICE did not come to the scene to make an arrest

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but likely collected their information for enforcement at a later time. 52 of the 59 people released were Latinx. From the 103 calls, 19 were arrested by ICE. 18 of the 19 arrested by ICE were Latinx. The zip codes with the highest calls to ICE were: 77036 with 9 calls, 77074 with 8 calls, 77022 with 5 calls, 77080 with 5 calls, and 77092 with 5 calls. 77036 and 77092 were the zip codes where the most calls to ICE were made in 2025 and in 2026, they remain within the highest with 77036 leading. While 46 calls to ICE stemmed from traffic stops, more information is needed to determine if the violation was a moving or non-moving violation. 17 calls to ICE stemmed from accidents. More information is needed to determine whether the people that HPD called ICE on were people who called HPD for help with the accident. While the average duration of all 103 calls was about 39 minutes, the longest time a driver was detained was almost 2 hours.



The 2026 data reviewed demonstrates how a continuing failure to listen to the needs of community members results in policies that do nothing to protect vulnerable Houstonians. From January to June 30, 2026, ICE has been called 153 times, surpassing the total number of calls to ICE from 2025. In April to June alone, ICE was called 103 times, showing that the current version of the Houston Ordinance drafted by Mayor Whitmire and Governor Abbott does not protect Houston drivers any better

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than before. In fact, it seems to be encouraging more HPD officers to use their resources to do the federal government's job. Mayor Whitmire and Governor Abbott's ordinance harms Houstonians.

VII. CONCLUSION

Over the last year, Houstonians have experienced how a simple interaction with law enforcement could lead to family separation. Although most calls to ICE did not end with ICE arresting the driver in 2025, it did not stop them from gathering identifiable information for later possible arrests. Despite the advocacy led by Houston Leads and other partners in 2025 and 2026, the state's interference alongside Houston's local elected officials' willingness to fold left Houstonians with a weak ordinance. We are leveraging public reporting that at least allows Houstonians to get a picture of how much of our local resources are used to do ICE's bidding. We hope that one day, this data can be used to hold the Houston Police Department (HPD) and the elected officials accountable for willingly participating in the separation of families and destruction of our community. The first transparency report that the HPD sent to Councilmembers in July of 2026 shows a grim reality: overpolicing and racial profiling continues at a higher rate than in 2025. The Immigrant Legal Resource Center (ILRC) will continue to monitor and request additional data to track the impact this policy has on Houstonians.