

## **RESOLUTION NO. 2025-R-181**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS, ESTABLISHING A POLICY POSITION ON FREIGHT INFRASTRUCTURE PROJECTS LOCATED BOTH WITHIN THE CITY LIMITS AND THE EXTRATERRITORIAL JURISDICTION (ETJ); REQUIRING FORMAL AGREEMENTS FOR ACCESS TO CITY SERVICES, STREETS, AND INFRASTRUCTURE; AND IDENTIFYING REMEDIES FOR NON-PARTICIPATION.**

**WHEREAS**, the City of Laredo is the primary land port of entry in the United States and manages substantial public infrastructure that supports binational freight movement; and

**WHEREAS**, new and proposed international bridge projects and freight infrastructure located within the incorporated City limits and within the City's extraterritorial jurisdiction (ETJ), including Bridge 4/5 and Green Corridors, will significantly impact City-managed streets, traffic corridors, public safety services, and inspection facilities; and

**WHEREAS**, the City has authority under the Texas Constitution and the Texas Local Government Code to condition access to City infrastructure and services on formal agreements that ensure coordination, mitigation, and financial participation; and

**WHEREAS**, the City Council desires to protect City taxpayers, infrastructure assets, and quality of life from the unmanaged impacts of internally and externally located freight infrastructure;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS THAT:**

#### **Section 1. Policy Requirement for Participation Agreements.**

The City of Laredo shall not provide support, services, or operational coordination to any international bridge, freight facility, or binational infrastructure project located either within the incorporated City limits or in the City's extraterritorial jurisdiction (ETJ), unless a formal Memorandum of Participation (MoP) or Development Agreement is executed.

Such agreement shall include:

- A service cost recovery fee or equivalent contribution;
- Traffic mitigation measures and route restrictions;
- Staging and inspection coordination protocols;
- Provisions for public safety access and operational communications.

**Section 2. Conditional Access to City Infrastructure.**

No freight infrastructure project shall be entitled to:

- Use of City roadways for freight movement beyond designated truck routes;
- Access to City-managed staging zones, traffic signal systems, or inspection areas;
- Connection to City utilities;
- Participation in CBP, TxDOT, or GSA coordination facilitated by the City—

unless an executed agreement is in place ensuring mitigation of impacts and fair compensation to the City.

**Section 3. Remedies for Non-Participation.**

If an infrastructure operator fails to enter into an agreement as required:

- The City may deny traffic signal integration, staging support, and route access;
- The City may decline to provide emergency services, inspection coordination, or infrastructure connections;
- The City may issue formal notice to federal and state agencies withholding local support or concurrence for associated infrastructure or inspection operations.

**Section 4. Applicability**

This resolution applies to all current and future infrastructure projects located within the City of Laredo or its ETJ that are reasonably expected to:

- Generate freight traffic volumes on City roadways;
- Require City-managed services;
- Impact inspection operations involving City coordination or staging.

**SECTION 5. Effective Date**

This Resolution shall take effect immediately upon passage.

**PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_ 2025.**

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**DR. VICTOR D. TREVINO**  
**MAYOR**

**ATTEST:**

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**MARIO I. MALDONADO JR.**  
**CITY SECRETARY**

**APPROVED AS TO FORM:**

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**DOANH “ZONE” T. NGUYEN**  
**CITY ATTORNEY**