

## **City of Laredo Policy Implementation Report: Binational Infrastructure and Presidential Permits**

June 2025

### **Background**

The City of Laredo is working proactively and collaboratively to address the policy, infrastructure, and fiscal considerations associated with two privately held presidential permits authorizing the development of international bridges:

1. Bridge 4/5 Presidential Permit (a partnership with Webb County and Tamaulipas, located outside the City limits but within the City's ETJ)
2. Green Corridors Presidential Permit (associated with alternative port access in partnership with Nuevo Leon, located within the City limits)

These projects are expected to significantly benefit regional commerce, mobility, and binational economic ties. At the same time, they will introduce new infrastructure and service demands.

The City recognizes the importance of building strategic partnerships to ensure that these projects succeed while maintaining the health, safety, and efficiency of Laredo's public systems.

### **City Position and Intent**

The City of Laredo welcomes these infrastructure investments and seeks to establish long-term partnerships with the respective project sponsors. These partnerships will:

- Ensure coordinated development that supports regional goals
- Provide a transparent and fair approach to shared responsibilities
- Promote sustainable infrastructure and service alignment

By working in collaboration with Webb County, Nuevo Leon, Tamaulipas, and the project developers, the City aims to advance mutual priorities and protect quality of life for residents.

### **Collaborative Measures**

To foster constructive engagement and effective project integration, the City is implementing the following key measures:

#### **1. Framework for Participation Agreements**

- o The City will engage with project sponsors to develop Memoranda of Participation (MoPs) that reflect shared goals, including:
  - Service and infrastructure coordination
  - Traffic and staging management
  - Cost-sharing mechanisms based on actual impacts

#### **2. Supportive Policy Tools**

o The City is proposing a resolution and companion ordinance to formalize how participation agreements are structured. These documents will:

- Encourage cooperative planning
- Ensure operational alignment with City systems
- Create flexibility for future project-specific terms

### **3. Permits and Operational Coordination**

o The City is creating a Staging Operations Permit to help manage freight activity efficiently and safely. This tool will be offered in partnership with bridge developers to:

- Designate approved staging areas
- Optimize traffic flow
- Support CBP and safety coordination

### **4. Service Impact Modeling**

o To ensure that ongoing City support remains sustainable, Laredo is developing a model to estimate public service costs related to bridge operations. This will help define fair contributions in partnership agreements while avoiding undue burden on local taxpayers.

### **Recommendations for City Council**

To advance this collaborative approach and prepare for formal agreements, City staff recommends that the City Council provide the following direction:

- Authorize the City Manager and designated staff to initiate and continue discussions with presidential permit holders and project sponsors;
- Support the development and negotiation of Memoranda of Participation or similar agreements for City Council review and approval;
- Endorse the use of supportive policy tools, including ordinances and permitting systems, to ensure effective coordination and sustainable public service delivery;
- Encourage regional cooperation with Webb County, Nuevo Leon, Tamaulipas, and other jurisdictions as appropriate.

This direction will empower City management to fully engage in shaping equitable and forward-looking infrastructure partnerships on behalf of Laredo's residents and economy.

### **Strategic Importance of Laredo as the Nation's Leading Port**

As the United States' number one port of entry for international trade—surpassing even coastal and air-based ports such as Los Angeles and Chicago O'Hare—Laredo plays an essential role in the national economy. In 2023 and again in 2024, Port Laredo processed over \$339 billion in goods and more than 3 million commercial vehicles, accounting for over half of all southern border truck traffic. This scale of trade places unique demands on City infrastructure, public services, and regional mobility systems. The implementation of structured participation agreements and collaborative frameworks with new binational projects—such as Bridge 4/5 and the Green Corridors—ensures that growth aligns with the City's capacity. This approach strengthens Laredo's ability to maintain operational excellence, protect taxpayer resources, and preserve its leadership as the country's most critical trade gateway.

**Conclusion and Path Forward**

The City of Laredo is committed to collaborative governance, regional connectivity, and economic vitality. By pursuing transparent, equitable partnerships with the sponsors of Bridge 4/5 and the Green Corridors project, the City seeks to ensure that both public and private infrastructure investments are aligned, supported, and successful.

The attached policy documents represent the City's initial framework and will be refined in partnership with stakeholders and project leaders to reflect evolving needs and opportunities.

**Attachments:**

- MoP Structure Overview (Pending Final Version)
- Draft Ordinance - Queueing and Staging Control Ordinance

**DRAFT Memorandum of Participation (MoP)**  
**Binational Infrastructure and Freight Coordination Framework**

This Memorandum of Participation ("Agreement") is entered into by and between the City of Laredo, Texas ("City"), and [Insert Legal Name of Entity] ("Participant") on this \_\_\_ day of \_\_\_\_\_, 2025.

**I. Purpose**

The purpose of this Agreement is to outline the terms of collaboration between the City and the Participant in relation to the planning, development, operation, and impact mitigation of freight infrastructure associated with a Presidential Permit and/or binational transportation corridor that affects the City of Laredo, either directly or through the City's extraterritorial jurisdiction (ETJ).

This Agreement sets forth a cooperative framework to ensure infrastructure coordination, public service alignment, cost recovery, and operational sustainability.

**II. Scope**

This Agreement applies to:

- Bridge and port of entry operations located within or impacting the City or its ETJ;
- Supporting infrastructure such as staging areas, inspection facilities, or connector roadways;
- Public safety, traffic, inspection, and other City services reasonably impacted by the freight operations.

**III. Responsibilities of the Participant**

The Participant agrees to:

1. Coordinate with the City during the planning, construction, and operational phases;
2. Comply with all applicable City ordinances, permits, and staging requirements;
3. Support traffic management strategies identified by the City to maintain public safety and minimize congestion;
4. Provide access to data and forecasts related to traffic volume, staging needs, and port operations;
5. Contribute to the cost of City services utilized or impacted by the freight infrastructure, consistent with cost recovery models developed by the City;
6. Maintain open communication and designate a liaison for regular coordination with the City's designated representatives.

**IV. Responsibilities of the City**

The City agrees to:

1. Participate in strategic coordination and planning with the Participant to ensure regional alignment;
2. Provide permitting pathways (such as staging operations permits) to facilitate safe and effective freight operations;
3. Maintain a fair and transparent process for determining cost recovery obligations;
4. Support efficient regulatory review and coordination with federal and state agencies as needed.

**V. Cost Recovery and Service Contribution**

The Participant acknowledges that its operations may require or increase demand for City

services, including but not limited to police, fire, traffic control, and inspection coordination. The City and the Participant agree to enter into separate cost-sharing arrangements or payment-in-lieu agreements to support those services based on:

- Annual traffic volume,
- Service cost modeling,
- Operational impact on existing City systems.

#### VI. Duration and Termination

This Agreement becomes effective upon execution and remains in effect until modified by mutual agreement or terminated with 180 days' written notice by either party. Termination does not relieve the Participant from obligations already incurred under this Agreement.

#### VII. General Provisions

- Non-binding Framework: This MoP is intended as a collaborative framework and does not create binding obligations beyond those later formalized in specific agreements or permits.
- Governing Law: This Agreement shall be governed by the laws of the State of Texas.
- Amendments: May be modified only in writing and by mutual consent.

### **DRAFT ORDINANCE NO. 2025-O-XXX** **City of Laredo – Queueing and Staging Control Ordinance**

AN ORDINANCE OF THE CITY OF LAREDO, TEXAS, ESTABLISHING REGULATIONS GOVERNING THE QUEUEING AND STAGING OF COMMERCIAL VEHICLES WITHIN CITY LIMITS; PROVIDING FOR PERMITTING, ENFORCEMENT, AND PENALTIES; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City of Laredo serves as the largest inland port in the United States and is a primary access point for binational freight movement; and  
WHEREAS, the staging and queueing of commercial vehicles on public rights-of-way and unauthorized locations poses risks to public safety, emergency response, roadway capacity, and neighborhood livability; and

WHEREAS, the City seeks to ensure the safe, orderly, and lawful operation of commercial freight activity within city limits by regulating staging areas and vehicle queueing associated with international bridge crossings and regional freight infrastructure;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS:

#### **Section 1. Definitions**

- A. Commercial Vehicle: Any vehicle with a gross vehicle weight rating (GVWR) exceeding 10,000 pounds used for business, freight, or commercial purposes.
- B. Staging: The temporary holding of a commercial vehicle while awaiting processing, inspection, loading, or clearance.

- C. Queueing: A line or series of commercial vehicles waiting on a public right-of-way or driveway approach to access a facility or border crossing.
- D. Public Right-of-Way: Any street, road, alley, or easement maintained or regulated by the City of Laredo.
- E. Staging Operations Permit: A permit issued by the City Manager or designee authorizing staging and queueing activities under specified conditions.

## **Section 2. Prohibited Queueing and Staging**

A. It shall be unlawful for any person to operate, direct, or allow the staging or queueing of one or more commercial vehicles on any public right-of-way within the City of Laredo unless:

1. Such activity is authorized by a valid Staging Operations Permit; or
2. The vehicle is making an active delivery or pickup at a location permitted by the City.

B. Queueing or staging that obstructs access to driveways, intersections, pedestrian crossings, emergency routes, or traffic lanes is strictly prohibited.

C. The City may designate specific "No Queueing Zones" by signage or Council resolution.

## **Section 3. Permit Process**

A. Entities anticipating queueing or staging of commercial vehicles related to bridge crossings,

inspection facilities, terminals, or logistics yards must obtain a Staging Operations Permit.

B. The permit application must include:

- A staging site plan;
- Hours of operation;
- Expected volume of vehicles;
- Traffic control plan;
- Contact information for on-site management.

C. The City may impose conditions on permits including:

- Use of private staging areas;
- Maximum queue lengths;
- Route restrictions;
- Staffing requirements.

## **Section 4. Enforcement and Penalties**

A. Violations of this ordinance shall be a Class C misdemeanor, subject to a fine of up to \$500 per violation, per day.

B. In addition to citations, the City may:

- Revoke the Staging Operations Permit;
- Tow or remove vehicles in violation;
- Withhold participation in associated infrastructure agreements.

## **Section 5. Emergency Suspension**

The City Manager may suspend any active staging activity in response to a public safety emergency, roadway blockage, or weather-related condition.

## **Section 6. Severability**

If any section, clause, or provision of this ordinance is found to be invalid, the remaining portions shall remain in full force and effect.

**Section 7. Effective Date**

This ordinance shall take effect immediately upon passage and publication as required by law.