



**RECORD OF WORKSHOP
WESLACO CITY COMMISSION
TUESDAY, JULY 7, 2026**

On the 7th day of July 2026 at 4:30 p.m., the City Commission of the City of Weslaco, Texas convened in a Workshop in the Legislative Chamber Room located at 255 S. Kansas Avenue with the following members present:

PRESENT:	Mayor	Adrian Gonzalez
	Mayor Pro Tem	Pete Garcia Jr.
	Commissioner	Letty Lopez
	Commissioner	Josh Pedraza
	Commissioner	JP Rodriguez P
	Commissioner	Adrian Farias
ABSENT:	Commissioner	Israel Gonzalez Jr.
STAFF PRESENT:	Xavier Salinas	City Manager
	Norma A. Cantu	City Secretary
	Benjamin Castillo	City Attorney

Also present: Omar Rodriguez Asst. City Manager, Antonio Lopez, Asst. City Manager/Fire Chief, Aida Vega, Deputy City Secretary, Rosie Cavazos, Finance Director, Rebekah De La Fuente, Planning & Code Enforcement Director, Peter Hermida, City Engineer, Robert Lopez, Police Chief, David Arce, Utilities Director, Nick Castillo, Public Works Director, Marco A. Ortiz, Sanitation Director, Eddie Serna, Parks & Recreation Director, Maricarmen Garcia, Asst. Library Director, Rick Mendoza, IT Director, Celine Pardo, Municipal Court, Luz Galindo and other staff members.

I. CALL TO ORDER

A. Certification of Public Notice.

Mayor Gonzalez called the meeting to order and certified the public notice of the meeting as properly posted Tuesday, June 30, 2026.

B. Roll Call.

Norma A. Cantu, City Secretary, conducted roll call to show attendees.

II. NEW BUSINESS

A. Presentation of the Westgate and 18th Street Traffic Study.

Peter Hermida, City Engineer, introduced representatives from Hanson Professional Services, the on-call engineering consultant that conducted a traffic study at the intersection of Westgate and 18th Street. Project Manager Paulina Vega introduced the team — Roadway Engineer Sarah DeBerry and Traffic Discipline Manager Gerry Rangel and they presented the following:

Existing Conditions and Purpose

Sarah DeBerry stated the intersection of Westgate and West 18th Street currently operates as an all-way stop-controlled intersection, with through lanes on all four approaches and dedicated left turn bays on three of the approaches except the eastbound approach on West 18th Street lacks a left turn bay. The area is predominantly residential, with homes to the south, a vacant lot to the north, and a farm field that could potentially be developed into additional housing in the future. Both roads are classified as major collectors on TxDOT's statewide planning map.

The study was initiated in response to 20 documented crashes at this intersection between 2021 and 2025, along with multiple public complaints about near-miss incidents. The study's purpose was to determine whether improvements are warranted, compare improvement alternatives, and recommend the highest-value solution for the city. Four alternatives were analyzed and stated Alternative 1: All-way stop control with added turn lanes, Alternative 2: Traffic signal with the existing lane configuration, Alternative 3: Traffic signal with added turn lanes (a combination of Alternatives 1 and 2) and Alternative 4: a Roundabout.

Gerry Rangel went over the existing conditions, layout of the intersections and overviewed each of the alternatives. Stated the methodology used for the study was traffic operations (level of service rated A (best) to F (worst), safety (crash history/reduction) and cost (implementation and benefit). Sarah DeBerry went over the operations analysis that was modeled to both current and future (20-year) traffic conditions. Without any improvements, the intersection's morning peak level of service was projected to deteriorate to an "E" rating (unstable congested) — considered unacceptable. All four alternatives produced acceptable levels of service in the future scenario. The roundabout performed best, achieving a Level of Service "A" for both AM and PM peaks. The signal with added turn lanes achieved "B" ratings in both periods, while the all-way stop control with turn lanes and the signal without turn lanes also performed acceptably.

Safety Analysis

Of the 20 crashes recorded from 2021 to 2025, 45% were angle collisions and 35% were turning-related. Two minor injuries were recorded, both from angle collisions. The analysis found no pavement or lighting deficiencies contributing to crashes. The predominant pattern was drivers failing to identify and yield to conflicting traffic. In terms of anticipated crash reduction, the roundabout ranked highest, followed by the all-way stop control with added turn lanes and the signal with added turn lanes tied for second, and the signal with existing lane configuration reducing crashes by approximately 20%.

Cost Analysis

High-level cost estimates were developed for each alternative, incorporating pavement, right-of-way acquisition, utility conflicts, and a contingency factor and does not include cost for operational maintenance.

- Alternative 1 (All-way stop with added turn lanes): Lowest cost option:\$500,000
- Alternative 2 (Traffic signal, existing configuration): Approximately \$550,000
- Alternative 3 (Traffic signal with added turn lanes): Approximately \$1,000,000
- Alternative 4 (Roundabout): Approximately \$1,400,000

Recommendations

Gerry Rangel stated their ranking and recommendations were as follows:

- Traffic signal with the existing lane configuration — lowest cost, good future operations (Level of Service "B"), highest benefit-cost value
- Roundabout — most expensive but best overall operations and safety performance
- Traffic signal with added turn lanes
- All-way stop control with added turn lanes

Omar Rodriguez, Asst. City Manager, questioned if the costs presented included the annual operations and maintenance of the signal lights. Gerry Rangel stated the costs were only construction cost.

Commissioner Rodriguez acknowledged the intersection has been a long-standing area of concern, as the area is residential and business growth in the area — combined with a nearby park and schools — have intensified traffic demands during peak hours. He said that the primary challenge would be determining how to fund the necessary improvements.

Mayor Gonzalez concurred that the need is clear and indicated that immediate action on restriping the faded lane markings was a priority, noting the condition is a safety hazard. Mayor Pro Tem Garcia Jr. suggested that restriping and the installation of blinking lights at the four-way stop could serve as a low-cost interim measure.

The Commission discussed potential funding mechanisms, including the possible use of existing Certificate of Obligation (CO) funds from the 2025 bonds series or identifying the project as a future 2027 bond. Omar Rodriguez noted that the study was conducted specifically to provide the tools needed to plan for these expenses and prioritize projects accordingly.

Commissioner Farias questioned if right-of-way would be needed traveling westbound turning north on Westgate and if staff had been looking into acquisition. Xavier Salinas noted that discussions have been ongoing regarding the possible acquisition of a corner property near the intersection to facilitate future right-of-way improvements and confirmed that an appraisal is the next step in that process.

Sarah DeBerry noted that the intersection may be eligible for Highway Safety Improvement Program (HSIP) funding through TxDOT, which issues calls for applications typically around December each year. While the current cycle had passed, the team indicated that this study provides the necessary documentation to support a future application. They acknowledged that HSIP rankings are heavily weighted toward intersections with severe injuries or fatalities, but that leftover funds sometimes allow lower-ranked intersections to receive awards.

Omar Rodriguez stated a similar study at the intersection of Milano and 18th Street would be looked into, noting a rise in accidents in that corridor in recent years; these studies will have the city application ready for funds and prioritize projects. Commissioner Rodriguez asked for the radius used for their study. Gerry Rangel stated cameras were used to collect count from all of the approaches and the study area for the crashes extended about 500 feet from the intersections.

Mayor Gonzalez thanked them for their report and the options provided.

B. Presentation of the proposed 2025-2026 dilapidated structures and process. (Staffed by Planning & Code Enforcement.).

Rebekah de la Fuente, Director of Planning and Code Enforcement, went over the proposed list of 15 properties being considered for demolition a process that is not taken lightly and that the City undertakes a full year of steps before a property is brought before the commission. Stated as a courtesy beyond what state law requires, staff first sends an initial letter to property owners indicating that their property may end up on the demolition list, inviting them to come in and discuss options.

Properties Presented

Rebekah de la Fuente reviewed each property with exterior and interior photographs, back tax information, and police call-for-service data for the following properties:

- 1 South Kansas — Fourth time being brought forward for demolition proceedings; interior shows significant deterioration.
- 114 North Republic — Third time before the Commission; \$6,255.33 in back taxes owed; interior damage evident; multiple police call for service on record.
- 118 North Illinois — Roof caving in from exterior; extensive interior rot; structural integrity compromised; call-for-service history on file.
- 210 Los Torritos — Significant neglect and hoarding conditions; police calls include narcotics, fighting in progress, and family disturbances.
- 216 West Plaza — Owner has applied for a demolition permit; property remains on the list to preserve the City's authority to act should the owner fail to follow through; \$16,885 in back taxes owed.

- 220 Sergeant Rosas — Over \$10,000 in back taxes owed; structure is open to the outside and completely gutted.
- 314 North Missouri — Open on all sides; roof visible through the interior; structural integrity no longer present; police calls include a shots-fired incident.
- 400 North Republic — Second time before the Commission; over \$7,000 in back taxes; building has been boarded previously by both the owner and the City, with repeated unauthorized entry. Identified by Commissioner as a former neighborhood general store near Lincoln Elementary.
- 601 North Airport — Located near the City park; structure is largely collapsed with apparent fire damage visible on the interior charring.
- 601 North Padre — Broken windows, holes in exterior walls, ceiling damage, and exposed insulation and siding.
- 605 West Esplanada — Roof and ceiling caving in; walls deteriorating with visible openings.
- 711 N. Texas Blvd. (former structure near old Payless) — Presented as a success: the property owner voluntarily demolished the structure prior to the Commission meeting. Staff included it to demonstrate that the process is working.
- 1803 Frostproof — Structure has been substantially demolished already following a fire; piles of rubble remain, and the property is included so the City retains authority to complete the haul-off if the owner does not.
- 1919 West Dallas — Back taxes owed; ceiling and wall damage documented; call-for-service history on record.
- 2009 Corpus Christi — Owner has applied for a demolition permit and may be present at the City Commission meeting; property remains on the list; back taxes owed; exposed rooflines and caved ceilings documented.
- 23 East Plaza — Fourth time being brought before the Commission; a one-year extension was granted at the last hearing to allow the owner to bring the property into compliance; no action has been taken, and the property is being resubmitted.

Staff outlined the extensive due process followed prior to Commission action, included property inspections by the Fire Marshal and building staff; sworn photo affidavits; title reports to identify the correct property owners; newspaper publication; posting on each building; notification letters following the Board of Adjustments (BOA) recommendation; and certified mail to the property owner's address of record.

Staff stated that the Commission's action is final. Property owners wishing to appeal must do so through district court within 30 days of the Commission's decision — from July 7 through August 7. District court review is limited to whether the City followed proper due process, not a re-evaluation of the merits. Following the 30-day appeal window, staff will coordinate with Public Works, Sanitation, Fire, Building, and Code Enforcement to schedule demolitions, with a 60-day window to complete all demolitions. Property owners will be invoiced for all associated costs — including title report fees, equipment, staff time, tipping fees, and administrative costs — and must pay within 30 days. Unpaid invoices will result in a lien filed against the property.

Mayor Pro Tem Garcia Jr. asked whether any of the residential structures could be repaired rather than demolished. Staff confirmed that if a property owner presents a permit and demonstrates active progress toward compliance, that could be considered; however, many of the structures on the list are so extensively deteriorated that the cost of bringing them into compliance would likely exceed the cost of demolition and new construction.

Mayor Gonzalez reflected on the difficult but necessary nature of the process, noting that many of the structures are in neighborhoods where residents have longstanding memories, but that the safety of surrounding areas must take priority, as dilapidated structures frequently become sites of graffiti, trespassing, and other criminal activity.

Xavier Salinas noted that staff has been working on identifying properties that, once cleared, could serve a public benefit — such as the property at 601 North Airport, adjacent to a City park, which has been discussed as a potential parking area with covered amenities for the community. Potential acquisition of the land following demolition was noted as a future step to be pursued with property owners.

At 5:14 p.m. Commissioner Farias seconded by Mayor Pro Tem Garcia Jr. moved to convene the workshop into Executive Session. The motion carried unanimously; Mayor Gonzalez was present and voting.

III. EXECUTIVE SESSION

A. Personnel — Discussion regarding the goals, objectives, and evaluation of the City Manager for the City of Weslaco as authorized by Section §551.074 of the Texas Government Code.

B. Legal Consultation — Consultation with the City Attorney regarding Liquid Environmental as authorized by Section §551.071 of the Texas Government Code.

C. Real Property — Discussion and consultation regarding the sale, purchase, exchange, lease or value of property located at Westgate and 18th Street legally described as being South 12.79 acres of land, more or less of Farm Tract 666, Block 164, West Tract Subdivision, Weslaco, Hidalgo County, Texas as authorized by Section §551.072 of the Texas Government Code.

At 5:32 p.m. Mayor Gonzalez stated the City Commission had completed its Executive Session and reconvened the workshop as open to the public and entertained a motion for adjournment.

IV. ADJOURNMENT

Mayor Pro Tem Garcia Jr. seconded by Commissioner Rodriguez moved to adjourn the workshop meeting of July 7, 2026 at 5:32 p.m. The motion carried unanimously; Mayor Gonzalez was present and voting.

CITY OF WESLACO

Adrian Gonzalez, **MAYOR**

ATTEST:

Norma A. Cantu, **CITY SECRETARY**