



**RECORD OF WORKSHOP
WESLACO CITY COMMISSION
TUESDAY, AUGUST 4, 2026**

On the 4th day of August 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, Aida Vega, Deputy City Secretary, Ray Marroquin, Asst. Fire Chief, 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, Arnold Becho, Library Director, Rick Mendoza, IT Director, Celine Pardo, Municipal Court, Luz Galindo, Krista Cheramie, Animal Care Services Magali Vega, Media Director 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 Wednesday, July 29, 2026.

B. Roll Call.

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

II. NEW BUSINESS

A. Discussion and presentation on private haulers and the impact on road conditions, public safety and public health. (Staffed by Sanitation Department.)

Marco Ortiz, Sanitation Director, presented an overview of the emerging presence of private junk haulers operating within the city and intended solely to raise awareness and begin a policy conversation. Went over what traditional large-scale private haulers were and acknowledge the city has partnered for roll-off container services — and a newer class of smaller private junk

haulers. He noted that the city operates two roll-off trucks valued at approximately \$278,000 each, along with approximately 34 roll-off containers at roughly \$6,000 apiece. Because the city's own fleet is limited, private companies had historically been permitted to operate alongside city services; explained that these newer private junk haulers present a low barrier to entry — truck-and-trailer setups costing between \$100,000 and \$140,000 — and currently operate within city limits under no formal obligation to the city: no fees, no equipment regulations, no safety standards, and no vendor identification requirements. He outlined three primary areas of concern:

Road Conditions: Heavy loads carried by these haulers — containers capable of holding six to eight tons of debris — contribute to pothole creation and accelerated pavement degradation. The city currently collects no fees from these operators to offset road maintenance costs.

Public Safety: Operating a truck-and-trailer combination commercially above a combined gross vehicle weight rating of 14,000 pounds requires a commercial driver's license (CDL). However, because many of these operators do not brand their trucks as commercial businesses, the distinction between commercial and personal use is difficult to enforce and illustrated a trailer actively being used for junk removal with a missing tire, underscoring the potential for equipment-related safety hazards and municipal liability.

Public Health: Presented a news report from Houston, where more than 600 illegal dumping complaints were filed in just four weeks with the city's 3-1-1 system. A private property owner had been charging individuals to dump refuse illegally, which eventually overflowed into the Trinity River, requiring the city of Houston to intervene and remediate at public expense. He noted that these haulers can offload a full truck of bulky waste in as little as 30 to 45 seconds, making enforcement difficult.

Marco Ortiz commented on two options for future consideration: (1) establishing a franchise fee system that would provide the city with oversight of who is operating, what equipment they are using, what materials they are hauling, and where those materials are being disposed — with revenues directed toward road maintenance; or (2) transitioning to an exclusive municipal roll-off collection program, which would require significant capital investment in additional vehicles and containers.

Mayor Gonzalez expressed support for the presentation, emphasizing that illegal dumping and street degradation are ongoing concerns and solutions are needed and that a franchise fee structure could simultaneously regulate operators and generate revenue for road repair.

Xavier Salinas favored support for pursuing franchise fees, noting that these companies are generating significant revenue from community members while degrading city infrastructure with no contribution back to the city and requested for staff to coordinate with the city's fee schedule process for recommendations on implementing fees.

Commissioner Farias inquired about where the city's roll-off containers are currently discarded. Marco Ortiz confirmed that it is transported to the City of Edinburg's landfill. Xavier Salinas stated

he had already directed staff to conduct a full cost analysis — including travel time, fuel, manpower hours, and overtime — comparing the current route to Edinburg versus alternatives such as La Feria.

Mayor Gonzalez commented the construction of a local transfer station as the long-term solution, noting it would eliminate out-of-city trips and improve the efficiency and rotation of sanitation crews. Commissioner Farias raised concerns about the timeline for implementation of a transfer station. Staff stated that a transfer station would require TCEQ permitting and careful planning, but that it is achievable.

Commissioner Rodriguez inquired about the TCEQ permitting timeline for a transfer station. Marco Ortiz indicated he did not have that information immediately available but committed to follow up.

Discussion also turned to the city's existing brush and bulky item pickup schedule. Xavier Salinas noted that the schedule is zone-based — covering Zones 1 through 4 — has been published on the city's website and is available for residents to consult. He emphasized that crews would not leave their assigned zone to respond to requests from other zones except in emergency circumstances and stated any questions should be directed to the published schedule rather than requesting out-of-zone pickups.

Mayor Pro Tem Garcia Jr. voiced that the city should find ways to better communicate zone schedules proactively, particularly for residents who do not have internet access.

Marco Ortiz noted that the department does operate a formal work order system to log all service requests and track outstanding pickups. He acknowledged that staffing shortages and unusually high brush volumes in some months can cause delays but affirmed that any missed pickups within a zone are prioritized for immediate follow-up.

Commissioner Pedraza suggested exploring a requirement — potentially through city ordinance — that residents place brush out only during the week immediately prior to their scheduled collection, rather than weeks in advance, to reduce the visual clutter of accumulated brush piles throughout the city.

B. Presentation and discussion on traffic services and implementing a citywide pavement condition index through on-call services. (Staffed by Engineering Department.)

Peter Hermida stated Christopher Rodriguez, GDJ Engineering, was in attendance and presented the method for developing a Citywide Condition Index (PCI) for the City of Weslaco.

Christopher Rodriguez commented on the timely connection to the previous presentation, observing that both heavy truck traffic from private haulers and general population growth contribute to the wear and tear that a PCI study would help the city. He explained that the city maintains approximately 200 miles of city-owned streets, none of which have ever been formally assessed under a structured, data-driven rating system. The proposed involves field inspectors

conducting visual inspections and driving every mile of city roadway. Inspectors would use mobile apps on phones or iPads to capture geo-referenced photographs in real time, uploading them directly to the corresponding street location in a GIS database. In areas with limited internet connectivity, the app can function offline and sync upon returning to service. Deficiencies to be recorded include potholes, pavement cracking, rutting, edge failures, drainage issues, utility cuts, and surface deterioration. Explained that the collected data would be processed into a condition assessment report, incorporating quantities, cost estimates, photographic documentation, and a prioritization matrix. The rating system — likely organized into categories such as excellent, good, fair, and poor — would be developed collaboratively with city staff and calibrated to the city's specific conditions and priorities. The final deliverables would include a written report summarizing all findings, heat maps illustrating deficiency concentrations across the city, and a geodatabase formatted for integration with the city's existing GIS system. Emphasized that the ultimate purpose of the PCI is to give the city a baseline from which to develop maintenance priorities and a Capital Improvement Program (CIP), improve grant applications, and enable data-backed budgeting decisions going forward.

Mayor Gonzalez characterized the study as the foundation for the city's first formal five-to-ten-year street plan, noting that the commission has lacked a structured, comparable system for prioritizing street investments. He observed that the PCI would bring objectivity to decisions that have historically been made on a more informal, complaint-driven basis — for example, deprioritizing a street in good condition even if it receives constituent pressure, while elevating streets with documented deterioration.

Peter Hermida confirmed that the city's Capital Improvements dashboard has already been configured to receive the data that GDJ's assessment will generate and noted that while the city had made prior attempts to develop a PCI in-house, this effort represents a more demanding, professionally conducted approach.

Mayor Pro Tem Garcia Jr. noted that the PCI data would also be valuable in the event of natural disasters, providing a pre-event baseline that could support disaster declarations and reimbursement claims.

Commissioner Rodriguez asked for clarification on how the rating criteria would be defined — specifically what distinguishes an "excellent" from a "poor" street. Christopher Ordazos explained that the categories are intentionally subjective and will be developed in collaboration with city staff once fieldwork begins and findings emerge, with GDJ's recommendation being a four-tier scale: excellent, good, fair, and poor. He confirmed that the geodatabase is designed to be updated over time, and that having a documented pre-event condition would allow the city to demonstrate precisely how and when a street's condition changed, which is particularly useful for insurance and federal reimbursement purposes.

Peter Hermida stated GDJ Engineering was selected through the city's existing on-call engineering services and action regarding a proposal for this specific project is on the regular meeting agenda.

At 5:21 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. Economic Development — Consultation with the City Attorney regarding financial offer or other incentives for Project Hollywood Reaper as authorized by Section §551.087 of the Texas Local Government Code.

C. Real Property — Consultation with the City Attorney regarding the sale, purchase, exchange, lease or value of property located on 18th Street and Westgate Drive, Weslaco, Hidalgo County, Texas as authorized by Section §551.072 of the Texas Local Government Code.

At 5:35 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 August 4, 2026 at 5:35 p.m. The motion carried unanimously; Mayor Gonzalez was present and voting.

CITY OF WESLACO

Adrian Gonzalez, **MAYOR**

ATTEST:

Norma A. Cantu, **CITY SECRETARY**