

**THE STATE OF TEXAS  
CITY OF RIO HONDO  
COUNTY OF CAMERON**

Juan Garza, Commissioner Place 1  
Margaret Perez, Mayor Pro-Tem  
Jose S. Cavazos, Commissioner Place 5

Esteban Bocanegra, Place 2  
Olga Gallegos, Commissioner, Place 3

Gustavo Olivares  
Mayor

**City Commission of the City of Rio Hondo  
January 24, 2023**

Pursuant to Chapter 551, Tittle 5 of the Texas Government Code, the Texas Open Meetings Act, notice is hereby given that the governing body of the City of Rio Hondo, Texas will convene for a Regular Meeting, at **6:00 p.m.** on Tuesday January 24, 2023, at the City Commission Chambers on the Second Floor of the Rio Hondo Municipal Building located at 121 N. Arroyo Blvd., Rio Hondo, Texas 78583.

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**Call meeting to Order (Rio Hondo City Commission)**

**PLEDGE OF ALLEGIANCE**

**UNITED STATES PLEDGE**

**INVOCATION:**

**Regular Agenda:**

1. **Mayor's and Commissioners' Reports**
2. **Reports: Administrator, Library, Senior Center, Public Safety, Public Works.**

Pursuant to Texas Government Code Section 551.0415, the City Commission, without having provided notice, may make reports about items of community interest if no action is taken and possible action is not discussed regarding the information provided in the report. "Items of community interest" include: (1) expressions thanks, congratulations or condolence; (2) information regarding holiday schedules; (3) an honorary or salutory recognition of a public official, public employee or other citizen, except the discussions regarding a change in the status of a person's public office or public employment is not an honorary or salutory recognition for the purposes of the City of Rio Hondo; (4) a reminder about an upcoming event organized or sponsored by the governing body; (5) information regarding a social, ceremonial or community event organized or sponsored by an entity other than the City of Rio Hondo that was attend or is scheduled to be attended by a member of the governing body or an official or employee of the City of Rio Hondo; and (6) announcements involving an imminent threat to the public health and safety of people in the political subdivision that has arisen after the posting of the agenda

3. **Public Comment Period: *Please Note- The Public Comment Period is designated for hearing concerns regarding City of Rio Hondo Public Policy or City of Rio Hondo business that is or is not on the agenda or items listed on the agenda.***
4. **Consideration and Action on the City Commission meeting minutes of January 10, 2023.**

5. Consideration and Possible Action on selection city streets for reconstruction under the 2023-2024 CDBG program.
6. Consideration and Action on authorizing the City Administrator and the City Attorney to proceed with the sale of city-owned property located at 200 Colorado Ave and to follow state procurement laws.

Executive Session:

7. Closed Session pursuant to 551.071 to receive legal advice from the City Attorney as it relates to TOMA and TPIA training and requirements for elected officials required by the Attorney General pursuant to Sections 552.012 and 551.005 of the Texas Government Code.
8. Adjournment.

Note: The City Commission for the City of Rio Hondo the right to adjourn into executive session at any time during this meeting to discuss any matters, as authorized by the Texas Government Code, including but not limited to Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices) and 551.087 (Economic Development).

***Note: The Meeting is accessible to Americans with Disabilities. Persons with disabilities who plan to attend this meeting and who may need assistance, please call the City Secretary at (956) 748-2102, with at least twenty-four hours prior to the meeting.***

  
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Gustavo Olivares  
Mayor of the City of Rio Hondo

Posted: Friday January 20 2023 at 4.30

I, City Secretary for the City of Rio Hondo, do hereby certify that this Notice of Meeting is a true and correct record and was posted in the bulletin board outside City Hall, and the bulletin board in the City Hall lobby, at 121 N. Arroyo Blvd, Rio Hondo, Texas 78583 and remained so posted continuously for at least 72 hours preceding the scheduled time

## **MINUTES FROM A REGULAR MEETING ON January 10, 2023**

The Government Body of the City of Rio Hondo, Texas met in a Regular Meeting on January 10, 2023 at 6:30 pm in the Commission Chambers at City Hall, with Mayor- Gustavo Olivares Presiding- Present, Mayor Pro-Tem- Margaret Perez , absent and Commissioners, Juan Garza- Present, Esteban Bocanegra- Present, Olga Gallegos- Present, and Jose Cavazos- Absent

**PLEDGE OF ALLEGIANCE –Led by Mayor Olivares at 6:30 p.m.**

**INVOCATION: By Commissioner Perez**

### **Regular Agenda:**

1. **Mayor's and Commissioners' Reports No Reports**
2. **Reports: Administrator Mr. Medina stated that the city has had an increase in building permits, and that the Texas Comptroller has issued a letter for a reserve amount for the barge manufacturer**
3. **Public Comment Period: *Please Note- The Public Comment Period is designated for hearing concerns regarding City of Rio Hondo Public Policy or City of Rio Hondo business that is or is not on the agenda or items listed on the agenda.* No Public Comments**
4. Presentation by property owners to develop a boat storage facility on property at the corner of FM 509 and Colorado Ave. Mr. Perez present to the City Commission the boat storage facility to be located on Colorado Blvd and 509. No Action taken.
5. Public Hearing and Action on Ordinance 2023-01 amending the City Commission meeting time from 6:30 pm to 6:00 pm on the second and fourth Tuesday of every month. Mr. stated that this request was discussed in December meeting. Commissioner Bocanegra motioned to accept the new time and seconded by Commissioner Garza and the motion carried unanimously.
6. Consideration and Possible Action on selection city streets for reconstruction under the 2023-2024 CDBG program. The Mayor requested maps and pictures. Commissioner Garza motioned to table the item and seconded by Commissioner Bocanegra and the motion carried.
7. Consideration and Action filing with the Texas Secretary of State the Port of Rio Hondo name designation and developing the Port of Rio Hondo Board Authority. Mr. Median stated that this was the first step to begin the process of developing a Port Authority., It would also give the future port tugs a home base. Commissioner Bocanegra motioned to submit the necessary forms to the Secretary of State and Seconded by Commissioner Gallegos and the motion carried.



8. Consideration and Action on Resolution 2023-001 to provide for a reduce rental rate of the Rio Hondo Municipal Civic Center to city employees and city leaders. This item was tabled by Commissioner Garza and seconded by Commissioner Bocanegra and the motion carried.
9. Consideration and Action on developing a Business Incubator Center in partnership the City of Rio Hondo and the Rio Hondo Independent School District. Mr. Medina stated that the Rio Hondo Independent School District had expressed interest in the use of one of there surplus buildings for a business incubator. Commissioner Garza motioned to continue the development of the incubator with the Rio Hondo Independent School District and seconded by Commissioner Gallegos and the motion carried.
10. Consideration and Action on soliciting sealed bids on city-owned properties of Lot 16 Block 7 of Rio Hondo Original Townsite and lots 3 and 4 of Block 22 of the Original Townsite. The City Attorney requested the item be rewritten. Commissioner Bocanegra motioned to table the item and seconded by Commissioner Gallegos and the motion carried
11. Adjournment. Commissioner Bocanegra motioned to adjourn and seconded by Commissioner Gallegos and motion carried.

Approved

\_\_\_\_\_  
Gustavo Olivares, Mayor

Date: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Ben Medina, City Administrator.



# ITEM 5

City of Rio Hondo  
Proposal Street Improvements  
CDBG-2023-2024

Proposal

1. Miramar St. – Colorado Blvd. to S. Reynolds St.
2. Catherine St. – Heywood St. to S. Reynolds
3. Paloma St. -S. Arroyo to S. Reynolds
4. Bullis St. – S. Reynolds to End
5. Kindinger St. – S. Reynolds to End



# Proposed CDBG Streets

2023-2024

## Legend

- Church
- ERHWSG
- Feature 1
- Feature 2
- Feature 3
- Mike's Super Market
- Rio Hondo
- Rio Hondo
- Rio Hondo Community Cemetery
- Rio Hondo Public Boat Ramp
- Rio Hondo WIC Clinic
- Sky
- Stripes 2226
- Twin Palms RV Resort
- United States Postal Service



# Proposed CDBG Streets

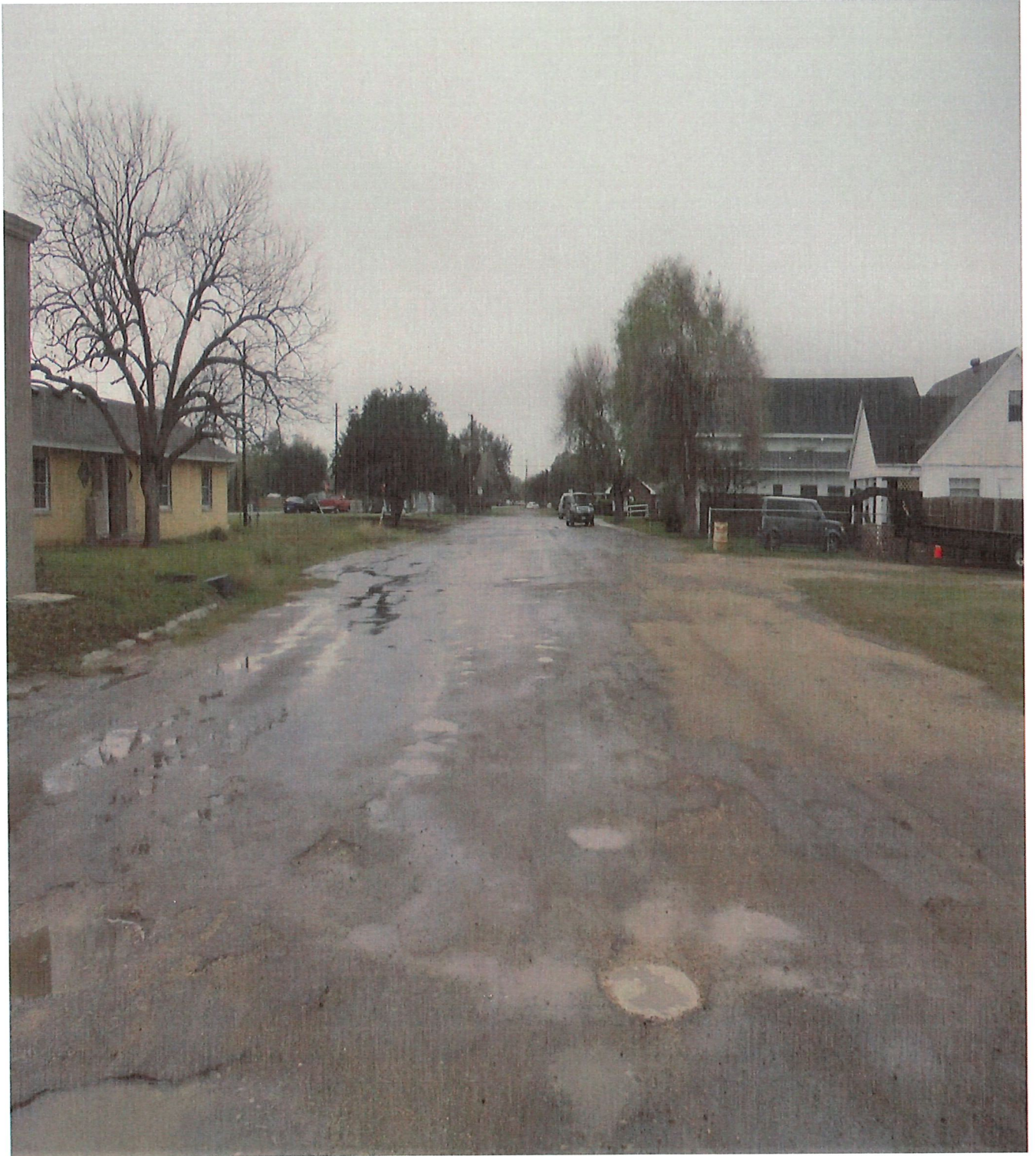
2023-2024

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Miramar St





Catherine St.





Paloma St.





Kindinger St.





Bullis St.





Heywood St.











## 8 Street System Study

Prior Studies. The City of Rio Hondo conducted the last study of its streets system as part of its 2001 Comprehensive Plan. It found the majority of the City's streets were in fair condition and that more preventive maintenance was needed to maintain the City's streets. It recommended new construction of dirt roads and roads in poor condition, and Rehabilitation and Asphalt Overlay of roads in Fair condition. Of the 53,800 LF of roadway prioritized for improvement, the City had funding to address about one-third or almost 19,000 LF between 2001 and 2011. The projects were funded with City funds and TxCDBG funds, including Disaster Relief funding after Hurricane Dolly which struck the region in 2008.

Existing Data. The City of Rio Hondo contains 15 miles of streets and highways within the city limits and an additional 12 miles of streets and highways within its ETJ, for a total of 27 miles. Of this total, the City is responsible for the operation and maintenance of 10 miles, while Cameron County and TxDOT are responsible for the operation and maintenance of the remaining 17 miles.

### 8.1 Street System Inventory

In the spring of 2011, surveys of the existing street system were conducted and the following information was collected:

- The dimension of each street, both the width and right-of-way;
- The surface material (e.g. asphalt, caliche, or gravel/dirt);
- A rating of the condition of each street's surface to determine its classification. The classifications are:

<u>Good Condition</u>	Few surface cracks or potholes, little edge deterioration
<u>Fair Condition</u>	Surface cracks less than 1/2 inch wide, potholes less than 2 inches in diameter or $\leq 2$ " in depth, crumbling edges extend less than 1 inch from



	street edge
<u>Poor Condition</u>	Surface cracks more than 1/2 inch wide, potholes greater than 2 inches in diameter or $\geq 2$ " in depth, crumbling edges extend more than 1 inch from street edge

- The location of existing curbs and gutters or similar drainage (all drainage structures are identified in Chapter 7 Drainage Study).

The results of the field survey are tabulated in *Table 8A: Street Inventory*. The street system is delineated within the table by location (City or ETJ), maintenance (City, County, TxDOT), and material (asphalt, etc.). That provides a clear outline of the streets' characteristics and condition and a basis for further analysis. *Map 8A: Existing Street System* illustrates the information for spatial analysis and includes street location, condition, right-of-way and width. *Map 8A* also shows unimproved or "paper streets".

Streets are in better condition than they were when they were evaluated for the 2001 study. Thirty-seven percent of the City's streets were rated to be in Good condition as compared to 17 percent of the streets in 2001. Rating methodologies were slightly different in 2001. However, the survey shows an overall improvement in street conditions, including more paved roads.



Table 8A: Street Inventory

All Streets (City & ETJ)				All Streets (City Only)				City Maintained Streets (City Only)			
CONDITION	LF	Miles	%	LF	Miles	%		LF	Miles	%	
Asphalt				Asphalt				Asphalt			
Good	54,426	10	38%	29,002	5	37%		16,214	3	30%	
Fair	53,995	10	38%	37,587	7	47%		32,888	6	60%	
Poor	1,908	0	1%	1,908	0	2%		1,908	0	4%	
<b>Subtotal</b>	<b>110,330</b>	<b>21</b>	<b>77%</b>	<b>68,497</b>	<b>13</b>	<b>86%</b>		<b>51,010</b>	<b>10</b>	<b>94%</b>	
Dirt & Gravel				Dirt & Gravel				Dirt & Gravel			
Good	0	0	0%	0	0	0%		0	0	0%	
Fair	7,960	2	6%	3,208	1	4%		3,208	1	6%	
Poor	8,005	2	6%	209	0	0%		209	0	0%	
<b>Subtotal</b>	<b>15,966</b>	<b>3</b>	<b>11%</b>	<b>3,417</b>	<b>1</b>	<b>4%</b>		<b>3,417</b>	<b>1</b>	<b>6%</b>	
Caliche				Caliche				Caliche			
Good	0	0	0%	0	0	0		0	0	0%	
Fair	16,861	3	12%	6,747	1	0.0849505		0	0	0%	
Poor	763	0	1%	763	0	1%		0	0	0%	
<b>Subtotal</b>	<b>17,624</b>	<b>3.3</b>	<b>12%</b>	<b>7,510</b>	<b>1.4</b>	<b>9.5%</b>		<b>0</b>	<b>0.0</b>	<b>0%</b>	
<b>TOTAL</b>	<b>143,919</b>	<b>27.26</b>	<b>100%</b>	<b>79,424</b>	<b>15.04</b>	<b>100%</b>		<b>54,427</b>	<b>10.31</b>	<b>100%</b>	
<b>Conditions (General)</b>											
All Streets (City & ETJ)				All Streets (City Only)				City Maintained Streets (City Only)			
Good	54,426	10	38%	29,002	5	37%		16,214	3	30%	
Fair	78,817	15	55%	47,543	9	60%		36,096	7	66%	
Poor	10,676	2	7%	2,880	1	4%		2,117	0	4%	
<b>TOTAL</b>	<b>143,919</b>	<b>27.26</b>	<b>100%</b>	<b>79,424</b>	<b>15.04</b>	<b>100%</b>		<b>54,427</b>	<b>10.31</b>	<b>100%</b>	



Conditions by Type									
All Streets (City & ETJ)				All Streets (City Only)			City Maintained Streets (City Only)		
Paved	110,330	20.90	77%	68,497	12.97	86%	51,010	9.66	94%
Good	54,426	10.31	38%	29,002	5.49	37%	16,214	3.07	30%
Fair	53,995	10.23	38%	37,587	7.12	47%	32,888	6.23	60%
Poor	1,908	0.36	1%	1,908	0.36	2%	1,908	0.36	4%
Unpaved	33,589	6.36	23%	10,927	2.07	14%	3,417	0.65	6%
Good	8,723	1.65	6%	3,971	0.75	5%	3,208	0.61	6%
Fair	16,861	3.19	12%	6,747	1.28	8%	-	0.00	0%
Poor	8,768	1.66	6%	972	0.18	1%	209	0.04	0%
<b>TOTAL</b>	<b>143,919</b>	<b>27.26</b>	<b>100%</b>	<b>79,424</b>	<b>15.04</b>	<b>100%</b>	<b>54,427</b>	<b>10.31</b>	<b>100%</b>

Source: GrantWorks 2011 Fieldwork.



## 8.2 Street System Analysis

The street system analysis determines the adequacy of the system to meet existing and forecasted needs and makes recommendations for any needed improvements concerning traffic flow and street conditions.

Rio Hondo's existing street system is laid out in the traditional grid pattern in the center of the City, with the blocks tripling in length in the newer developments located toward the edges of the city limits. As such, streets vary in length from 200' to 2000". The majority of the streets serving the City are local, residential streets; however, several major thoroughfares traverse the city providing corridors for thru-traffic as well as passage into and out of the City.

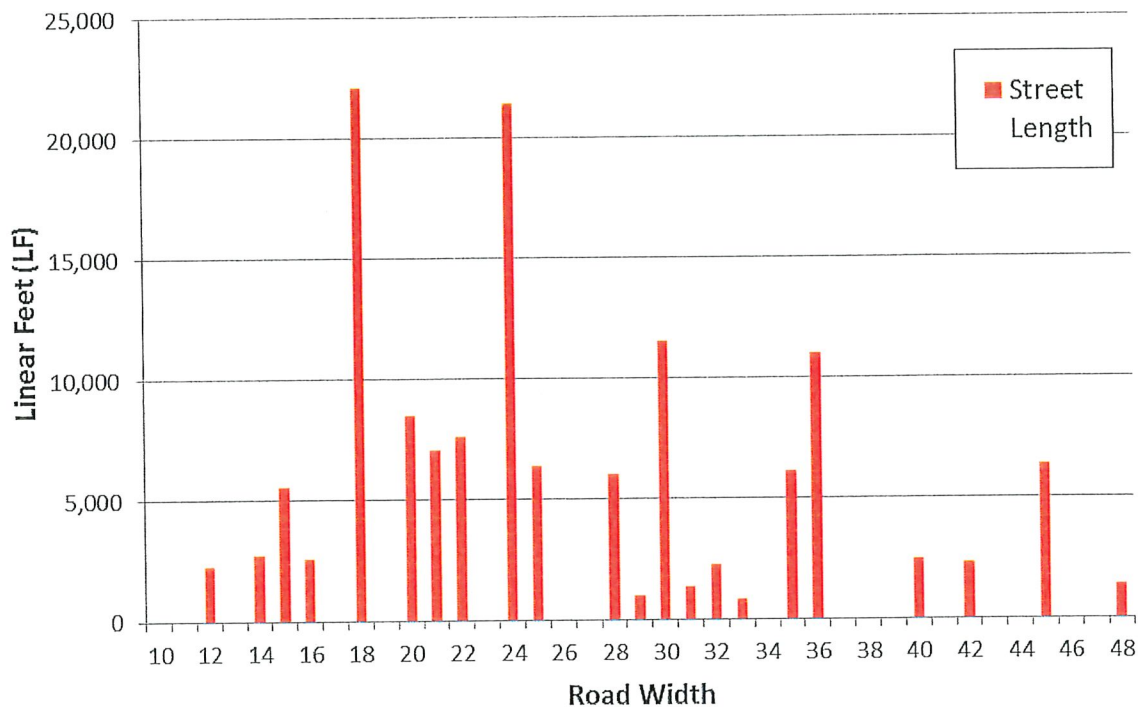
**Street Condition:** Within the city limits, 86% of roads are paved. Of the paved streets, 37% are in good condition, 60% are in fair condition, and the remaining 4% are in poor condition. The state maintained major thoroughfares are in good condition. Local streets are in need of repair in both north and south Rio Hondo.

**Street Width:** The width of City maintained streets are standard, ranging from 12 feet to 48 feet. Parkway Street located just north of the Rio Hondo County Park may be too narrow for its purpose of serving as a route to a multi-family complex and the City's main park, and as one of the city's few east-west.. *Chart 8A* shows the number of linear feet of roadway at each road width.

**Curb and Gutter:** Most of the streets in Rio Hondo are rural, using drainage ditches as opposed to curb and gutter. Some of the local streets in central Rio Hondo around the school complexes and in new subdivisions have curb and gutter which the city maintains. Most of the curb was in good condition with some weed growth that the city could better maintain in northern Rio Hondo.



Chart 8A: Street Width Distribution



**Undeveloped Streets:** In both the City and the ETJ, a sections of right-of-way were dedicated when the land was platted, but streets were never constructed. These streets are known as “paper streets”, as they only exist on paper. There are two common reasons for this: 1) the developments were never completely built out; or, 2) topographical barriers made construction of the streets impractical. The following areas are examples of “paper streets” Most should be preserved as right of way for future development:

Table 8B: Undeveloped City Streets

Street Name	From	To	Preserve?
N/A	Reynolds	Robertson, north of Zinnia Cir	Yes – new development
Retama	City limits	South to Huerta Street	Yes, new development

Source: GrantWorks 2011 Fieldwork.



Figure 8A: Undeveloped Street example, Retama



*Note: Right of Way is currently only available from Bullis south to Huerta.*

### 8.3 Street System Plan

This plan addresses the concerns noted in the preceding analysis section. It serves as a guide to the prioritization, costs, funding, and timing of future street improvements. Where appropriate, new street construction should comply with the specifications established in the City's Subdivision Ordinance.

**Prioritized Problems.** The problems with the City's street system are ranked and listed as follows:

1. Local streets in fair to poor condition and are in need of repaving or reconstruction.
2. Prioritizing construction projects with limited budget.
3. Parkway Road too narrow for its use.

4. Paper streets just outside the city limits could be built to encourage more development.

### **Goals and Objectives:**

#### **Goal 1: A safe, well-maintained and functional community street system.**

Objective 1.1: Throughout the plan repair streets in fair to poor condition.

Policy 1.1.1: Develop a funding source by 2013 to increase the city's annual budget for street repairs.

Policy 1.1.2: By 2017, seal coat or overlay at least 10,000 LF of streets in fair to poor condition, includes Heywood, Mesquite, Bates, Catherine, Bullis, Harris and Parkway streets.

Policy 1.1.3: By 2032, seal coat or overlay another 10,000 LF of streets in fair to poor condition, including Paloma, Miramar, Retama, Huisache and Ramon streets.

Policy 1.1.4: By 2017, develop a plan to re-seal coat streets on a rotating basis once every 10 years.

Objective 1.2: Throughout the planning period maintain curb and gutter and roadside ditches as directed in Chapter 7: Storm Drainage Study.

Objective 1.3: By 2015, work with Cameron County to widen Parkway to serve as a more functional east west connector in southern Rio Hondo.

Objective 1.4: Throughout the planning period, work with the County and developers to create a stronger grid in southern Rio Hondo to make travel in southern Rio Hondo more effective. Possible new streets include an extension of Short from Reynolds to Robertson and the connection of Retama from north to south from Ebony to Huerta.

Objective 1.5: Prevent deterioration of surfaces by promoting drainage and weed control at street edges on an annual basis.

### **Implementation Plan:**

The successful implementation of the proposed street system plan should meet all of the stated goals and objectives. A plan should effectively utilize funds by identifying street improvements that will benefit the community the most. For example, little benefit would come from constructing and then maintaining a street that met no particular planning or design standards.



Most small cities have very limited resources to expend on street improvements. Both new paving and re-paving are costly endeavors. The City also has limited capability to maintain the existing pavement. It budgets less than \$25,000 annually for street improvements.

Appropriate choices for repair will depend on the amount of wear/damage to be addressed with the repair, the amount of traffic the street is expected to receive, and the amount of funds available to make street improvements. Therefore, the investigation should offer several options with associated costs for accomplishing the desired results. Options include, but are not limited to:

- **Option 1: *Point Repairs*:** Excavation of failed pavement sections to the base course, back-filled with cold mix asphalt and compacted to existing grade. Surface sealant is optional. This method is used to treat potholes and other imperfections and roadway hazards, and constitutes a portion of annual, ongoing maintenance.
- **Option 2: *Seal Coat*:** (*Also known as chip seal*) Application of asphalt cement; cover with pre-coated aggregate at about one cubic yard of aggregate per 90 square yards. Ideally, this treatment is used once every three to five years to maintain streets and forestall more costly repairs. Using recent engineering cost estimates, chip seal coating would cost an estimated \$5 per square yard.
- **Option 3 *Overlay*:** Depending on the severity of wear, approximately one inch of surface is milled off the existing street in order to level depressions in the pavement. The remaining surface material is overlaid with a minimum of 1.5- to 2-inches of hot mix asphaltic concrete (HMAC) or hot mix/cold laid asphaltic concrete, followed by a surface treatment (two-course). This treatment is used to completely replace the surface material of a street to address pavement deterioration and extend street life. Two-course overlay increases the life of the pavement, and would require additional milling. Using

recent engineering cost estimates, overlay projects would cost an estimated \$25 per square yard, depending on processes chosen. (Labor and equipment cost estimates cited in RS Means, Heavy Construction Cost Data, 2008).

- **Option 4: Reclaim/Reconstruct:** Remove existing base to a minimum depth of six inches. Mix emulsified asphalt with recycled asphalt to create road way base. Apply two-course of asphalt cement to create bearing surface. Base is proof-rolled at each course. Surface sealant optional. Streets receiving the reclamation treatment will last 12 to 20 years, depending on the traffic load and environmental conditions. The cost of this method also approximates costs for paving a gravel road. Cost estimates would be higher than for overlay methods, at about \$50 per square yard. (Labor and equipment cost estimates cited in RS Means, Heavy Construction Cost Data, 2008).

Due to cost considerations, the city will also have to consider phasing. The phases would be implemented as funds become available and may be adjusted to reflect available funds. The order also may be re-arranged, depending on the urgency of required repairs and/or replacement. The phasing in this plan reflects an effort to address fair and poor streets that receive the most traffic by 2016.. The phases also were arranged to coincide with water, sewer, or drainage upgrades; and anticipated growth and activities reflected in the Comprehensive Plan. The phases are as follows:

**Phase 1** – (2012) Involves streets in fair and poor conditions in northern Rio Hondo that route traffic directly to highly travelled destinations, including the schools, the parks, and the central business district. The repair operations should be accomplished through seal coating.

**Phase 2** – (2013) Involves streets in fair and poor conditions in northern Rio Hondo that route traffic directly to highly-travelled destinations, including the schools, as well as areas of town that carry truck traffic and are vital to the city's



economy. Operations will include seal coating on Heywood and the reconstruction of Bates.

**Phase 3 – (2014)** This phase involves residential streets in fair and poor conditions in southern Rio Hondo that allow residents to access their homes. The projects are phased in conjunction with Storm Drainage improvements listed in Chapter 7: Storm Drainage Study. Street operations should be accomplished through seal coating.

**Phase 4 – (2015)** This phase involves upgrading Harris Road to accommodate increased recreational use of Boat Ramp Park as facilities are improved. The operation will involve seal coating existing pavement and adding pavement to widen the road 8 feet in existing Right of Way.

**Phase 5 – (2016)** This phase involves doubling Parkway Avenue road width in existing right of way, salvaging some pavement in fair condition at the west end of the road. As most of this road is located outside the City limit, the City would partner with the County to improve it. The operation will consist of constructing a new 24-foot wide road. The city will have to relocate its lift station located at the corner of the road to accomplish the project, adding another estimated \$60,000 to the project cost.

The phasing & cost estimates for each of these phases are shown in the following tables:

Table 8C: Rio Hondo Street Improvements by Phase

Phase	Street	From	To	Condition	Material	Linear Feet	Proposed Width	Square Yards	Cost
<b>2012</b>									
Phase 1	Heywood	Colorado	Robert Garza	Fair	Asphalt	1,034	24	2,757	\$ 13,786.67
Phase 1	Mesquite	Heywood	Arroyo	Fair	Asphalt	1,500	24	4,000	\$ 20,000.00
<b>Subtotal</b>						<b>2,534</b>		<b>6,757</b>	<b>\$ 33,786.67</b>
<b>2013</b>									
Phase 2	Heywood	Mesquite	Robert Garza	Poor	Asphalt	263	24	702	\$ 3,507.57
Phase 2	Bates	Robertson	Reynolds	Poor	Asphalt	1,452	24	3,872	\$ 193,600.00
<b>Subtotal</b>						<b>1,715</b>		<b>4,574</b>	<b>\$ 197,107.57</b>
<b>2014</b>									
Phase 3	Catherine	Miramar	Robertson	Fair	Asphalt	1,451	21	3,386	\$ 18,621.17
<b>Subtotal</b>						<b>2,194</b>		<b>4,707</b>	<b>\$ 18,621.17</b>
<b>2015</b>									
Phase 4	Harris	FM 106	Boat Ramp Park	Fair	Asphalt	1,314	20	2,920	\$ 14,600.00
Phase 4	Widen Harris	FM 106	Boat Ramp Park	Fair	Asphalt	1,314	8	1,168	\$ 58,400.00
<b>Subtotal</b>						<b>2,628</b>		<b>4,088</b>	<b>\$ 73,000.00</b>
<b>2016</b>									
Phase 5	Parkway	S Reynolds	Robertson	Fair	Asphalt	1,467	24	3,912	\$ 195,600.00
<b>Subtotal</b>						<b>1,467</b>		<b>3,912</b>	<b>\$ 195,600.00</b>
<b>Total</b>						<b>10,538</b>		<b>24,037</b>	<b>\$ 524,719.84</b>



The phased improvements described below are illustrated on *Map 8B: Proposed Street Improvements 2012-16*. Two of the streets where improvements are needed are located outside the city limits and would need to be constructed in cooperation with Cameron County. If the County were to assist, total costs for the City through 2016 would be about \$320,000.

Table 8D: Street Improvement Plan Projects, 2012-2016

Phase / Year	Description	Cost	Funding
Phase 1 (2012)	Street improvements around the school complex on Heywood and Mesquite	\$34,000	GEN
Phase 2 (2013)	Street improvements around the school complex on Heywood and reconstruct Bates to better accommodate truck traffic to industrial locations in northern Rio Hondo.	\$200,000	GEN, County, MDD, EDC
Phase 3 (2014)	Street improvements on Catherine in conjunction with drainage improvements for areas with traditional drainage problems.	\$18,621	GEN, TxCDBG
Phase 4 (2015)	Widen Harris Road to accommodate increased recreational traffic, including boat trailers, to Boat Ramp Park.	\$73,000	GEN, TP&W. Local
Phase 5 (2016)	Widen Parkway in southern Rio Hondo to act as an east-west connector on highly travelled road to multi-family units and Rio Hondo County Park.	\$195,000	GEN, County
2017-2032	Develop a funding source and a plan to seal coat streets on a rotating basis once every 10 years	\$35,000 (Annual)	GEN

GEN = City general funds or bonds; RD=USDA Rural Development (formerly FmHA); COUNTY – Cameron County; TxCDBG = Community Development Block Grant Program through Texas Department of Agriculture; MDD – Municipal Development District funds for economic development; EDC = City 4B funds. Local = regional not-for profit organization or other local funding source,

