

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

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VARIOUS Districts

Transportation Code, §222.053(a), defines an “economically disadvantaged county” as a county that has, in comparison to other counties in the state: (1) below average per capita taxable property value; (2) below average per capita income; and (3) above average unemployment.

Transportation Code, §222.053(c), directs the Texas Transportation Commission (commission), when evaluating a proposal for a highway project in a political subdivision that consists of all or a portion of an economically disadvantaged county, to adjust the minimum local matching funds requirement after evaluating the political subdivision's effort and ability to meet the requirement.


Transportation Code, §222.053(f), requires the commission to certify a county as economically disadvantaged on an annual basis as soon as possible after the Comptroller of Public Accounts (comptroller) provides reports on the economic indicators listed above.

Title 43 TAC §15.55(b)(2) provides that, in determining the adjustment to the local matching funds requirement, and the local government’s efforts and ability to meet the requirement, the commission will consider a local government’s: (A) population level; (B) bonded indebtedness; (C) tax base; (D) tax rate; (E) extent of in-kind resources available; and (F) economic development sales tax.

The comptroller has provided the data needed to determine the counties eligible for the Economically Disadvantaged Counties Program for 2018. The counties’ efforts and ability to provide a local match have been considered using the criteria set forth in 43 TAC §15.55. Exhibit A lists the eligible counties and the respective recommended local match adjustments. Exhibit B establishes additional local match adjustments for cities within these counties participating in the program.


IT IS THEREFORE ORDERED by the commission that the list of counties eligible for the 2018 Economically Disadvantaged Counties Program is certified and the local match adjustment for each county is established, as shown in Exhibit A, as well as additional adjustments for cities participating in the program, as shown in Exhibit B.

Submitted and reviewed by:



Director, Transportation Planning
and Programming Division

Recommended by:



Executive Director

115071 SEPT 28 '17

Minute Date
Number Passed

EXHIBIT A

Economically Disadvantaged Counties FY 2018

Eligible Counties	Adjustment %
Angelina County	45
Atascosa County	39
Bee County	62
Bowie County	48
Brooks County	58
Cameron County	71
Camp County	43
Cass County	57
Cherokee County	60
Cochran County	40
Coleman County	45
Coryell County	56
Duval County	56
El Paso County	63
Franklin County	39
Freestone County	24
Grimes County	36
Hale County	56
Hall County	41
Hardeman County	49
Hardin County	44
Harrison County	28
Henderson County	46
Hidalgo County	83
Hudspeth County	60
Jasper County	53
Jefferson County	30
Jim Hogg County	95
Jim Wells County	43
Jones County	73
Kleberg County	67
Lamar County	43
Lamb County	55
Leon County	19
Liberty County	57
Limestone County	54
Marion County	48
Matagorda County	29

Eligible Counties	Adjustment %
Maverick County	75
McCulloch County	33
Milam County	51
Mitchell County	52
Morris County	33
Newton County	57
Nueces County	32
Orange County	41
Palo Pinto County	29
Panola County	17
Pecos County	54
Polk County	57
Presidio County	57
Red River County	55
Reeves County	44
Robertson County	15
Rusk County	46
Sabine County	43
San Augustine County	43
San Jacinto County	64
San Patricio County	38
Shelby County	44
Starr County	87
Titus County	55
Trinity County	60
Tyler County	71
Upshur County	53
Uvalde County	53
Val Verde County	58
Walker County	78
Waller County	47
Wilbarger County	34
Willacy County	72
Winkler County	51
Wood County	50
Zapata County	67
Zavala County	56

EXHIBIT B

Additional Adjustments for Cities Within an Economically Disadvantaged County FY 2018

Every eligible county receives an adjustment to its local match requirement ranging from 15 (minimum) to 95 (maximum) percent. A city within an economically disadvantaged county receives an adjustment equal to the adjustment for the county in which it is located, with the possibility of up to 10 additional percentage points based on its population and the existence of an economic development sales tax.

The two following tables depict the additional percentage points that cities may be granted.

Economic Development Sales Tax:

ADDITIONAL PERCENTAGE

YES	5%
NO	0%

Population:

ADDITIONAL PERCENTAGE

$x < 1,000$	5%
$1,000 < x < 2,000$	4%
$2,000 < x < 3,000$	3%
$3,000 < x < 4,000$	2%
$4,000 < x < 5,000$	1%
$x > 5,000$	0%