

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 2019. 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 2019 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

115363 OCT 26 '18

Minute Number Date Passed

EXHIBIT A

Economically Disadvantaged Counties FY 2019

Eligible Counties	Adjustment %
Angelina County	41
Atascosa County	47
Bee County	67
Brooks County	65
Calhoun	32
Cameron County	71
Camp County	41
Cass County	56
Coleman County	44
Crane	33
Duval County	49
Freestone County	25
Grimes County	32
Hale County	52
Hall County	35
Harrison County	24
Hidalgo County	85
Howard	50
Hudspeth County	51
Jasper County	47
Jim Hogg County	95
Jim Wells County	55
Jones County	74
Kleberg County	67
Lamb County	54
Leon County	15
Liberty County	55
Limestone County	55
Marion County	45
Matagorda County	23
Maverick County	72
Milam County	47
Mitchell County	53

Eligible Counties	Adjustment %
Morris County	35
Newton County	55
Nueces County	28
Palo Pinto County	25
Panola County	25
Pecos County	52
Polk County	53
Presidio County	47
Red River County	49
Reeves County	40
Rusk County	49
Sabine County	38
San Augustine County	43
San Jacinto County	62
San Patricio County	31
Shelby County	50
Starr County	87
Stephens County	47
Titus County	52
Trinity County	53
Tyler County	72
Upshur County	52
Uvalde County	47
Val Verde County	55
Walker County	79
Waller County	47
Ward County	25
Willacy County	68
Winkler County	52
Wood County	47
Zapata County	89
Zavala County	58

EXHIBIT B

Additional Adjustments for Cities Within an Economically Disadvantaged County FY 2019

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%