

## TEXAS TRANSPORTATION COMMISSION

ALL Counties

### MINUTE ORDER

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ALL 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(a-1), provides that, notwithstanding Transportation Code §222.053(a), a county is considered to be an “economically disadvantaged county” if it meets the criteria as laid out in subsection (a) within the past six years and has been included in no less than five federally declared disasters within the same time period. Transportation Code, §222.053(a-2), provides that, for a county described by subsection (a-1), the adjustment to the local matching funds requirement shall be equivalent to the highest adjustment rate set in the last year the county was considered to meet the criteria.

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, for a county described by Transportation Code, §222.053(a), 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. Title 43 TAC §15.55(b)(3) provides that, for a county described by Transportation Code, §222.053(a-1), the adjustment will be equivalent to the highest adjustment rate set in the last year the county was considered to meet the criteria set out in Transportation Code, §222.053(a).

The comptroller has provided the data needed to determine the counties eligible for the Economically Disadvantaged Counties Program for FY 2025. The commission has considered the counties' efforts and ability to provide a local match using the criteria set forth in 43 TAC §15.55(b)(2).

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In addition, the department has reviewed disaster declarations issued by the Federal Emergency Management Agency through the month of December 2023 in order to comply with the requirements of Transportation Code, §222.053(a-1). 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 FY 2025 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:

Recommended by:

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Director, Transportation Planning  
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Executive Director

116808 September 26, 2024

Minute	Date
Number	Passed

# EXHIBIT A

## Economically Disadvantaged Counties FY 2025

Eligible Counties	Rate %
Angelina County	58
Atascosa County	67
Bailey County	28
Bee County	83
Bell County	74
Bexar County*	41
Bowie County	67
Brooks County	45
Brown County	66
Calhoun County*	32
Cameron County	86
Camp County	65
Cass County	65
Cherokee County	68
Cochran County	65
Coryell County	90
Crane County	41
Crosby County	55
Dawson County	34
Delta County	54
Dickens County	32
Duval County	19
Eastland County	53
El Paso County	55
Falls County	49
Floyd County	52
Franklin County*	40
Freestone County	72
Garza County	77
Gray County	65
Gregg County	63
Grimes County	68
Hale County	64
Hall County	62

Eligible Counties	Rate %
Hardin County	42
Harrison County	72
Haskell County*	33
Hidalgo County	84
Howard County	63
Hutchinson County	56
Jasper County	46
Jefferson County	72
Jim Hogg County	32
Jim Wells County	42
Jones County	77
Kinney County	55
Kleberg County	52
Lamar County	29
Leon County	43
Liberty County	76
Limestone County	50
Live Oak County	52
Madison County	72
Marion County	55
Matagorda County	61
Maverick County	87
McCulloch County	41
Milam County	53
Mills County	37
Mitchell County	87
Morris County	64
Motley County	61
Nacogdoches County	62
Newton County	51
Nueces County	65
Orange County	56
Panola County	46
Pecos County	50

Eligible Counties	Rate %
Polk County	58
Real County*	25
Red River County	44
Refugio County	34
Robertson County*	25
Rusk County	61
Sabine County	71
San Augustine County*	36
San Jacinto County	64
San Patricio County	52
Schleicher County*	32
Scurry County	62
Shelby County*	54
Somervell County*	17
Starr County	76
Terry County	57
Titus County	63
Trinity County	57
Tyler County	49
Upshur County	60
Uvalde County	50
Val Verde County	66
Walker County	94
Waller County	51
Webb County	81
Wharton County*	95
Wilbarger County	42
Willacy County	76
Wood County	60
Yoakum County	43
Zapata County	63
Zavala County	54

\* Counties eligible under disaster criteria have met the standard criteria within the last six years and have been included in no less than five federally declared disasters within the same time period.

# EXHIBIT B

## Additional Adjustments for Cities Within an Economically Disadvantaged County FY 2025

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:***

	<b>Additional Percentage</b>
<b>YES</b>	<b>5%</b>
<b>NO</b>	<b>0%</b>

### ***Population:***

	<b>Additional Percentage</b>
<b>x &lt; 1,000</b>	<b>5%</b>
<b>1,000 &lt; x &lt; 2,000</b>	<b>4%</b>
<b>2,000 &lt; x &lt; 3,000</b>	<b>3%</b>
<b>3,000 &lt; x &lt; 4,000</b>	<b>2%</b>
<b>4,000 &lt; x &lt; 5,000</b>	<b>1%</b>
<b>x &gt; 5,000</b>	<b>0%</b>