

These are the minutes of the regular meeting of the Texas Transportation Commission held on September 25, 2025, in Austin, Texas. The meeting was called to order at 10:00 a.m. by Acting Chairman New with the following commissioners present:

Texas Transportation Commission:

Alvin New	Commissioner
Robert C. Vaughn	Commissioner
Alex Meade	Commissioner
Steven D. Alvis	Commissioner

Administrative Staff:

Marc Williams, Executive Director
Jeff Graham, General Counsel
Amanda Brown, Chief Clerk

A public notice of this meeting containing all items on the proposed agenda was filed in the Office of the Secretary of State at 1:51 p.m. on September 17, 2025, as required by Government Code, Chapter 551, referred to as "The Open Meetings Act."

ITEM 1. Safety Briefing

Executive Director Marc Williams directed that the Greer building safety video be shown on the screens in the Ric Williamson hearing room.

ITEM 2. Opening Comments from Commissioners and Executive Director

The commissioners made opening remarks.

ITEM 3. Consider the approval of the Minutes of the August 21, 2025, regular meeting of the Texas Transportation Commission

Commissioner Alvis made a motion, which was seconded by Commissioner Meade, and the commission approved the minutes of the August 21, 2025, regular meeting by a vote of 4-0.

ITEM 4. Contracts

Consider the award or rejection of contracts for highway construction, including a protest of the rejection of a contract bid and the exclusion from eligibility to bid, and maintenance, and construction and rehabilitation of buildings (Presentation)

a. Highway Improvement and Other Transportation Facilities (M0)

This item was presented by Construction Division Director Duane Milligan. Commissioner Meade made a motion, which was seconded by Commissioner Vaughn, and the commission approved the following minute order by a vote of 4-0.

117031
CST

Pursuant to Transportation Code, Chapter 223, Subchapter A, and Title 43, Texas Administrative Code, Chapter 9, Subchapter B, the Texas Department of Transportation (department) solicited and received sealed competitive bid proposals for improvement of the State Highway System, which were publicly opened and read on September 4 and 5, 2025, as shown on exhibit A.

Pursuant to cited code provisions highway improvement contract bids on a project may be accepted or rejected, but if accepted must be awarded to the lowest bidder.

An award is conditional in the event it is subject to Federal Highway Administration concurrence, third party funding or concurrence, and other conditions listed in the contract or an exhibit to this order.

The department recommends that the Texas Transportation Commission (commission) respectively consider the award to the lowest bidder, reject or defer, as indicated, those highway and transportation enhancement building construction contracts identified on attached exhibit A to this order.

IT IS THEREFORE ORDERED by the commission that the contracts described in exhibit A, be and are hereby respectively awarded to the lowest bidder or rejected or deferred as indicated therein.

If a contractual requirement of award is not satisfied within the prescribed time limit, including any extension of time allowed by the executive director or the director's designee, by reason of the action or inaction of the successful low bidder on any contract, including, but not limited to, disadvantaged business/historically underutilized business participation, the contract is automatically in default and the executive director is authorized and directed to retain and deposit the related contract proposal guaranty to the credit of the State Highway Fund and to readvertise that project for competitive bids at the earliest practical subsequent date.

If a condition of award is not satisfied, including, but not limited to, reason of nonconcurrence of the Federal Highway Administration, the failure of a third party to fund or concur, or failure to meet other conditions in the contract or an exhibit to this order, the respective award is voided, and the department will return the bid guaranty.

Note: Exhibit A is on file with the commission chief clerk.

b Routine Maintenance (MO)

This item was presented by Construction Division Director Duane Milligan. Commissioner Vaughn made a motion, which was seconded by Commissioner Alvis, and the commission approved the following minute order by a vote of 4-0.

117032
MNT

Pursuant to Transportation Code, Chapter 223, Subchapter A, and Title 43, Texas Administrative Code, Chapter 9, Subchapter B, the Texas Department of Transportation (department) solicited and received sealed competitive bid proposals for maintenance of the State Highway System, which were publicly opened and read on September 4 and 5, 2025, as shown on exhibit A.

Pursuant to cited code provisions highway maintenance contract bids on a project may be accepted or rejected, but if accepted must be awarded to the lowest bidder.

An award is conditional in the event it is subject to Federal Highway Administration concurrence, third party funding or concurrence, and other conditions listed in the contract or an exhibit to this order.

The department recommends that the Texas Transportation Commission (commission) respectively consider the award to the lowest bidder, reject or defer, as indicated, those highway maintenance and department building construction contracts, identified on attached exhibit A to this order.

IT IS THEREFORE ORDERED by the commission that the contracts described in exhibit A be and are hereby respectively awarded to the lowest bidder or rejected or deferred as indicated therein.

If a contractual requirement of award is not satisfied within the prescribed time limit, including any extension of time allowed by the executive director or the director's designee, by reason of the action or inaction of the successful low bidder on any contract, including, but not limited to, disadvantaged business/historically underutilized business participation, the contract is automatically in default and the executive director is authorized and directed to retain and deposit the related contract proposal guaranty to the credit of the State Highway Fund and to readvertise that project for competitive bids at the earliest practical subsequent date.

If a condition of award is not satisfied, including, but not limited to, reason of nonconcurrence of the Federal Highway Administration, the failure of a third party to fund or concur, or failure to meet other conditions in the contract or an exhibit to this order, the respective award is voided, and the department will return the bid guaranty.

Note: Exhibit A is on file with the commission chief clerk.

c. Construction and Rehabilitation of Buildings (MO)

This item was presented by Support Services Division Director Brian Sweat. Commissioner Alvis made a motion, which was seconded by Commissioner Meade, and the commission approved the following minute order by a vote of 4-0.

117033
SSD

Pursuant to Transportation Code, Chapter 223, Subchapter A, and Title 43, Texas Administrative Code, Chapter 9, Subchapter B, the Texas Department of Transportation (department) solicited and received sealed competitive bid proposals for improvement of the State Highway System, which were publicly read on September 2, 2025, as shown on exhibit A.

Pursuant to cited code provisions, highway improvement contract bids on a project may be accepted, rejected, or deferred, but if accepted must be awarded to the lowest bidder.

An award is conditional in the event it is subject to Federal Highway Administration concurrence, third party funding or concurrence, and other conditions listed in the contract or an exhibit to this order.

The department recommends that the Texas Transportation Commission (commission) respectively approve, as indicated, those highway improvement and department building construction contracts identified on attached exhibit A to this order.

IT IS THEREFORE ORDERED by the commission that the contracts described in exhibit A, be approved as indicated therein.

If a contractual requirement of award is not satisfied within the prescribed time limit, including any extension of time allowed by the executive director or the director's designee, by reason of the action or inaction of the successful low bidder on any contract, including, but not limited to, disadvantaged business/historically underutilized business participation, the contract is automatically in default and the executive director is authorized and directed to retain and deposit the related contract proposal guaranty to the credit of the State Highway Fund and to re-advertise that project for competitive bids at the earliest practical subsequent date.

If a condition of award is not satisfied, including, but not limited to, reason of nonconcurrence of the Federal Highway Administration, the failure of a third party to fund or concur, or failure to meet other conditions in the contract or an exhibit to this order, the respective award is voided, and the department will return the bid guaranty.

Note: Exhibit A is on file with the commission chief clerk.

ITEM 5. Aviation

Consider the award of federal non-primary entitlement grant funding, federal apportionment grant funding, Infrastructure and Investment Jobs Act grant funding, and state grant funding for airport improvement projects at various locations (MO)

This item was presented by Aviation Division Director Dan Harmon. Commissioner Meade made a motion, which was seconded by Commissioner Alvis, and the commission approved the following minute order by a vote of 4-0.

117034
AVN

The Texas Department of Transportation (department) is authorized under Title 49, United States Code, Chapter 471; Division J, Title VIII of the federal Infrastructure and Investment Job Act (IIJA); and Texas Transportation Code, Chapter 21, to award federal and state funding for capital improvement projects and to assist in the development and establishment of airports in the state of Texas.

Further, Texas Constitution Article 3, §49-k(c) authorizes money in the Texas Mobility Fund (TMF) to be used to provide participation by the state in the payment of a portion of the costs of constructing and providing public transportation projects in accordance with the procedures, standards, and limitations established by law. Texas Transportation Code §201.943 provides that money in the TMF may be used in the payment of a portion of the costs for providing public transportation projects that are determined by the Texas Transportation Commission (commission) to be in the best interests of the state in its major goal of improving the mobility of the residents of the state.

The airports listed in exhibit A are currently in need of improvements to preserve the airports or to meet standards. The department recommends the award of federal non-primary entitlement grant funds, federal apportionment grant funds, federal IIJA grant funds, and state grant funds for the improvements.

On August 29, 2025, a public hearing was held. No comments were received.

Pursuant to Transportation Code §§201.943 and 201.946, the commission finds that the public transportation projects in exhibit A to be in the best interests of the state in its major goal of improving the mobility of the residents of the state and are eligible for TMF funds.

IT IS THEREFORE ORDERED by the commission that the executive director, or the director's designee, subject to applicable federal and state requirements, is authorized to enter into any necessary agreements to fund, through the Aviation Facilities Grant Program, the projects described in exhibit A.

Note: Exhibit A is on file with the commission chief clerk.

ITEM 6. Advisory Committee**Bicycle and Pedestrian Advisory Committee - Consider the appointment of members to the Bicycle and Pedestrian Advisory Committee (MO)**

This item was presented by Planning and Modal Programs Senior Director Caroline Mays. Commissioner Vaughn made a motion, which was seconded by Commissioner Meade, and the commission approved the following minute order by a vote of 4-0.

117035
PTN

The Bicycle and Pedestrian Advisory Committee (committee) advises the Texas Transportation Commission (commission) on bicycle and pedestrian issues. Members of the committee are selected by the commission to serve voluntary, three-year terms. The committee works with the Texas Department of Transportation (department) staff on important initiatives that include recommendations on selection criteria for project applications for the department's Transportation Alternatives Set-Aside funding; consideration of personal mobility, or micromobility, devices in relation to multimodal roadway users; the development of bicycle tourism trails in this state; and other items of mutual concern between the department and the bicycling and pedestrian communities. The committee functions under Title 43, Texas Administrative Code, §1.85 concerning department advisory committees.

Two individuals are being re-appointed to the committee with terms to expire on August 31, 2028, and two individuals are new appointments to the committee with terms to expire on August 31, 2028.

The commission has determined that the individuals listed below shall serve for the terms specified, subject to regular meeting attendance, active participation, and ongoing contributions to the committee's efforts. In the event a committee member does not comply with these requirements, the commission may remove and replace the member at any time during the term of service.

The commission desires to make the following four committee appointments:

Re-appointment with Terms Expiring on August 31, 2028:

Kim Hooker, Amarillo, Texas
Norman Kieke, Austin, Texas

New Appointment with Term Expiring on August 31, 2028:

Julio Niño, Laredo, Texas
Kevin Kokes, Dallas, Texas

IT IS THEREFORE ORDERED by the commission that the four individuals identified above are appointed as members of the department's Bicycle and Pedestrian Advisory Committee for the terms specified.

ITEM 7. Promulgation of Administrative Rules Under Title 43, Texas Administrative Code, and the Administrative Procedures Act, Government Code, Chapter 2001:

Rule Adoption

Chapter 7 - Rail Facilities - Adopts new §§7.120-7.134 relating to Financial Assistance for Rail (MO)

This item was presented by Chief Administrative Officer Jeff Davis. Commissioner Alvis made a motion, which was seconded by Commissioner Meade, and the commission approved the following minute order by a vote of 4-0.

117036
RRD

The Texas Transportation Commission (commission) finds it necessary to adopt new §§7.120-7.134, relating to Financial Assistance for Rail to be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the adopted new section, attached to this minute order as exhibits A and B, are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the general counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the *Texas Register*.

IT IS THEREFORE ORDERED by the commission that new §§7.120-7.134 are adopted and are authorized for filing with the Office of the Secretary of State.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Note: Exhibits A and B are on file with the commission chief clerk.

ITEM 8. Fiscal Year 2026 Audit Plan

Consider the approval of the Internal Audit Plan for Fiscal Year 2026 and determine whether adequate resources have been dedicated to the Internal Audit Program (Presentation) (MO)

This item was presented by Chief Audit and Compliance Officer Parsons Townsend. Commissioner Vaughn made a motion, which was seconded by Commissioner Alvis, and the commission approved the following minute order by a vote of 4-0.

117037
AUD

The Texas Internal Auditing Act, Government Code, Chapter 2102, requires the internal auditor to create an annual Internal Audit Plan that is prepared using risk assessment techniques and that identifies the individual audits to be conducted during the year. The Internal Audit Plan must be approved by the state agency's governing board. In addition, the governing board must periodically review the resources dedicated to the Internal Audit Program and determine if adequate resources exist to ensure that risks identified in the annual risk assessment are adequately covered within a reasonable time frame.

The chief audit and compliance officer (CACO) has developed an Internal Audit Plan for Fiscal Year (FY) 2026, which is set forth in exhibit A. This Internal Audit Plan includes a list of internal audits aimed at providing assurance and identification for process/program improvement statewide. This Internal Audit Plan identifies the audits to be conducted and the resources available to the Internal Audit Division for FY 2026.

The CACO considers the resources for FY 2026 to be adequate to address the risks that warrant audit coverage.

The Internal Audit Plan for FY 2026 is presented to the Texas Transportation Commission (commission) for approval and for a determination that adequate resources exist to ensure that the risks identified are adequately covered.

IT IS THEREFORE ORDERED by the commission that the Internal Audit Plan for FY 2026, as shown in exhibit A, is hereby approved.

FURTHER, the commission finds that adequate resources have been dedicated to the Internal Audit Program to ensure that the risks identified in the annual risk assessment, including fraud risks, are covered within a reasonable time.

Note: Exhibit A is on file with the commission chief clerk.

ITEM 9. Regional Mobility Authority

Webb County - Approve the city of Laredo's request for an exception to the requirements of 43 TAC §26.51(b)(1)(A), concerning eligibility to serve as a director or chief administrative officer of a regional mobility authority, in connection with a member of the board of directors of the Webb County-City of Laredo Regional Mobility Authority appointed by the city of Laredo (MO)

This item was presented by Transportation Planning and Programming Division Director Humberto Gonzalez, Jr. Commissioner Meade made a motion, which was seconded by Commissioner Alvis, and the commission approved the following minute order by a vote of 4-0.

117038
TPP

Title 43, Texas Administrative Code (TAC), §26.51(b) prescribes conditions for a person to serve as a director or chief administrative officer of a regional mobility authority (RMA). Under 43 TAC §26.51(b)(1)(A), a person is not eligible to serve as a director or chief administrative officer of an RMA if the person or the person's spouse is employed by or participates in the management of a business entity or other organization, other than a political subdivision, that is regulated by or receives funds from the Texas Department of Transportation (department), the RMA, or a member county.

The city of Laredo (city) appointed Antonio "Tony" Arce, Jr. to the board of directors of the Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA).

Mr. Arce serves as the chair of the board of directors of Gateway Community Health Center, a non-profit organization that receives funding from both the city and Webb County. The city has requested an exception to the requirements of 43 TAC §26.51(b)(1)(A) because of the city's belief that Mr. Arce's service in this non-compensated role does not in any way compromise his ability to serve the interests of the WC-CL RMA. Gateway Community Health Center provides comprehensive primary health care services to the residents of Webb County.

43 TAC §26.51(b)(4) provides that the Texas Transportation Commission (commission) may approve an exception to the requirements of 43 TAC §26.51(b)(1)(A) if: (1) the RMA or the applicable county has properly disclosed to the public the details of the potential conflict; (2) the potential conflict concerns employment with an entity that receives funds from a member county; and (3) the commission determines that the employment will not result in the director or chief administrative officer incurring any obligation of any nature that is in substantial conflict with the director or officer's proper discharge of his or her duties on behalf of the RMA. Pursuant to 43 TAC §26.51(b)(4), the WC-CL RMA has disclosed to the public the details of the potential conflict by posting a notice on the WC-CL RMA website.

IT IS THEREFORE DETERMINED by the commission, pursuant to 43 TAC §26.51(b)(4), that Mr. Arce's service as chair of the board of directors of Gateway Community Health Center will not result in Mr. Arce incurring any obligation of any nature that is in substantial conflict with the proper discharge of his duties as a member of the board of directors of the WC-CL RMA.

IT IS FURTHER ORDERED that an exception to the requirements of 43 TAC §26.51(b)(1)(A) is approved, and therefore Antonio "Tony" Arce, Jr., is eligible to serve on the board of directors of the WC-CL RMA.

ITEM 10. Highway Designation

Liberty County - Designate a segment of the state highway system as I-69, concurrent with US 59, from just north of the Montgomery-Liberty County line to the new limit of access control on U.S. Highway 59 at the northern end of the Cleveland Relief Route (Presentation) (MO)

This item was presented by Transportation Planning and Programming Division Director Humberto Gonzalez, Jr. The commission heard comments from Alliance for I-69 Executive Director Jennifer Shepard. Commissioner Alvis made a motion, which was seconded by Commissioner Meade, and the commission approved the following minute order by a vote of 4-0.

117039
TPP

In LIBERTY COUNTY, officials have requested the designation of INTERSTATE HIGHWAY 69 (I-69) concurrent with U.S. HIGHWAY 59 (US 59) from the current terminus of I-69 located 0.2-miles north of the Montgomery-Liberty County line, to the new limit of access control on US 59 at the northern end of the Cleveland Relief Route, specifically at the painted nose of the southbound exit ramp providing access to State Loop 573, a total distance of 8.0 miles.

The Texas Department of Transportation (department) submitted an application to the American Association of State Highway and Transportation Officials (AASHTO) requesting segments of routes in Texas be added to the Interstate Highway System as I-69. During its Annual 2024 meeting, the AASHTO Special Committee on US Route Numbering approved the application for the US 59 segment described above.

The Administrator of the Federal Highway Administration (FHWA) approved the inclusion of this segment of US 59 on the Interstate Highway System on August 14, 2025.

Pursuant to Texas Transportation Code, §§ 201.103 and 221.001, the executive director of the department has recommended this action.

The Texas Transportation Commission (commission) finds that the designation will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and is necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that I-69 is designated on the state highway system concurrent with US 59 from the current terminus of I-69 located 0.2 miles north of the Montgomery-Liberty County line, to the new limit of access control on US 59 at the northern end of the Cleveland Relief Route, specifically at the painted nose of the southbound exit ramp providing access to State Loop 573, as shown on exhibit A.

Note: Exhibit A is on file with the commission chief clerk.

ITEM 11. Transportation Corporations

Various Counties - Appoint a director to the board of directors of the Grand Parkway Transportation Corporation, the Texas Private Activity Bond Surface Transportation Corporation, and the Texas Transportation Finance Corporation (MO)

This item was presented by Project Finance Section Director Patrick Marotta. Commissioner Alvis made a motion, which was seconded by Commissioner Vaughn, and the commission approved the following minute order by a vote of 4-0.

117040
TPP

The Transportation Commission (commission) authorized the creation of the Texas Private Activity Bond Surface Transportation Corporation (corporation or PABSTC) in Minute Order 111551 dated October 30, 2008, the Grand Parkway Transportation Corporation (corporation or GPTC) in Minute Order 113046 dated March 29, 2012, and the Texas Transportation Finance Corporation (corporation or TTFC) in Minute Order 116663 dated March 28, 2024, under the authority of Transportation Code, Chapter 431, Subchapters A through C, as further authorized by Title 43, Texas Administrative Code (TAC), §§15.94 and 15.95; and approved each corporation's articles of incorporation and bylaws; and appointed each corporation's initial directors.

Under the articles of incorporation for each corporation, as approved by the commission, the powers of each corporation are exercised through its board of directors consisting of three employees of the Texas Department of Transportation (department) appointed by the commission (board of directors), as detailed in exhibit A.

The commission has determined that it will replace Richard McMonagle with Jeff Davis, an employee of the department, to serve as a director on each corporation's board of directors for the remainder of the terms ending August 31, 2029 for the PABSTC, August 31, 2027 for the GPTC, and March 31, 2030 for the TTFC.

IT IS THEREFORE ORDERED by the commission that, effective as of the date of this minute order, Jeff Davis, an employee of the department, is hereby appointed to the board of directors of each corporation to serve Mr. McMonagle's remaining terms expiring August 31, 2029 for the PABSTC, August 31, 2027 for the GPTC, and March 31, 2030 for the TTFC.

Note: Exhibit A is on file with the commission chief clerk.

ITEM 12. Eminent Domain Proceedings

Various Counties - Consider the authorization of the filing of condemnation proceedings to acquire real property by eminent domain for non-controlled and controlled access highways (see attached itemized list) (MO)

This item was presented by Right of Way Division Director Kyle Madsen. Commissioner Meade made a motion that the Texas Transportation Commission authorize the Texas Department of Transportation to use the power of eminent domain to acquire the properties described in the minute order set forth in the agenda for the current month for construction, reconstruction, maintenance, widening, straightening, or extending the highway facilities listed in the minute order as a part of the state highway system, and that the first record vote applies to all units of property to be condemned. Commissioner Alvis recused himself from voting on this agenda item. The motion was seconded by Commissioner Vaughn, and the following minute order was approved by a vote of 3-0.

117041
ROW

To facilitate the safety and movement of traffic and to preserve the financial investment of the public in its highways, the Texas Transportation Commission (commission) finds that public necessity requires the laying out, opening, constructing, reconstructing, maintaining, widening, straightening, extending, and operating of the highway facilities listed below as a part of the State Highway System (highway system).

As provided for by Transportation Code, Chapter 203, Subchapter D, including §§203.051, 203.052, and 203.054, the commission finds and determines that each of the parcels of land listed below, and more particularly described in the attached exhibits (parcels), are necessary or convenient as a part of the highway system to be constructed, reconstructed, maintained, widened, straightened, or extended (constructed or improved), and it is necessary to acquire fee simple title in the parcels or such lesser property interests as set forth in the attached exhibits.

The commission finds and determines that the highway facilities to be constructed or improved on the parcels identified and listed below under "CONTROLLED ACCESS" are designated as a Controlled-Access Highway in accordance with Transportation Code, §203.031; and where there is adjoining real property remaining after acquisition of a parcel, the roads are to be constructed or improved as a part of the highway facility with the right of ingress and egress to or from the remaining real property adjoining the highway facility to be permitted or denied, as designated and set forth on each of the attached exhibits A-U. Where there is adjoining real property remaining after acquisition of a parcel with respect to the highway facilities to be constructed or improved on the parcels identified as listed below under "NON-CONTROLLED ACCESS," roads are to be constructed or improved as a part of the highway facility with the right of ingress and egress to or from the remaining real property adjoining the highway facility to be permitted or denied, as designated and set forth on each of the attached exhibits 1-137 in accordance with Transportation Code, §§203.002 and 203.003.

The commission finds and determines that condemnation of the parcels is required.

IT IS THEREFORE ORDERED that the initiation of condemnation proceedings for the parcels is adopted and authorized by a single order for the parcels, and this first vote by the commission applies to all parcels.

IT IS FURTHER ORDERED that the executive director is hereby authorized to proceed to condemnation on the parcels and directed to transmit or cause to be transmitted this request of the commission to the Office of the Attorney General to file or cause to be filed against all owners, lienholders, and any owners of any other interests in the parcels, proceedings in condemnation to acquire in the name of and on behalf of the state, fee simple title to each parcel or such lesser estates or property interests as are more fully described in each of the attached exhibits, save and excepting oil, gas, and sulfur, as provided by law, as follows:

Eminent Domain**Non-Controlled Access**

<u>County</u>	<u>Highway</u>	<u>Exhibit</u>	<u>ROW CSJ No.</u>	<u>Parcel</u>
Brazoria	FM 518	68	0976-02-097	212
Brazoria	FM 518	69	0976-02-097	217
Brazoria	FM 518	70	0976-02-097	218
Brazoria	FM 518	71	0976-02-097	219
Brazoria	FM 518	72	0976-02-097	220
Brazoria	FM 518	73	0976-02-097	222
Brazoria	FM 518	74	0976-02-097	225
Brazoria	FM 518	75	0976-02-097	227
Brazoria	FM 518	76	0976-02-097	230
Brazoria	FM 518	77	0976-02-097	234
Brazoria	FM 518	78	0976-02-097	236
Brazoria	FM 518	105	0976-02-097	239
Brazoria	FM 518	106	0976-02-097	241
Brazoria	FM 518	107	0976-02-097	244
Brazoria	FM 518	79	0976-02-097	249
Brazoria	FM 518	80	0976-02-097	250
Brazoria	FM 518	81	0976-02-097	251
Brazoria	FM 518	82	0976-02-097	256
Brazoria	FM 518	83	0976-02-097	257
Brazoria	FM 518	84	0976-02-097	258
Brazoria	FM 518	85	0976-02-097	260
Brazoria	FM 518	86	0976-02-097	261
Brazoria	FM 518	87	0976-02-097	262
Brazoria	FM 518	88	0976-02-097	264
Brazoria	FM 518	89	0976-02-097	267
Brazoria	FM 518	90	0976-02-097	269
Brazoria	FM 518	91	0976-02-097	270
Brazoria	FM 518	92	0976-02-097	272
Brazoria	FM 518	93	0976-02-097	274
Brazoria	FM 518	94	0976-02-097	293
Brazoria	FM 518	95	0976-02-097	294
Brazoria	SH 99	137	3510-02-009	P00092942
Brazos	SH 30	50	0212-03-070	P00071530.001
Brazos	SH 30	51	0212-03-070	P00071531.001
Brazos	SH 30	52	0212-03-070	P00071532.001-.002
Brazos	SH 30	53	0212-03-070	P00071533.001
Galveston	SH 99	136	3510-01-008	P00091277
Grimes	SH 30	54	0212-04-054	P00082041.001
Harris	FM 1960	108	1685-01-122	P00089223
Hidalgo	SH 68	99	3629-01-004	P00087631.001
Hidalgo	SH 68	102	3629-01-004	P00087639.001

Eminent Domain**Non-Controlled Access (continued)**

<u>County</u>	<u>Highway</u>	<u>Exhibit</u>	<u>ROW CSJ No.</u>	<u>Parcel</u>
Hidalgo	SH 68	101	3629-01-004	P00087641.001
Hidalgo	SH 68	103	3629-01-004	P00087642.001
Hidalgo	SH 68	31	3629-01-004	P00087645.001
Hidalgo	SH 68	30	3629-01-004	P00087648.001
Lamar	US 82	3	0045-08-040	P00078632
Lamar	US 82	4	0045-09-112	P00078669
Lamar	US 82	5	0045-09-112	P00078670
Lamar	US 82	6	0045-09-112	P00078672
Lamar	US 82	7	0045-09-112	P00078673
Lamar	US 82	8	0045-09-112	P00078674
Lamar	US 82	9	0045-09-112	P00078676
Lamar	US 82	10	0045-09-112	P00078677
Lamar	US 82	11	0045-09-112	P00078681.001-.004
Lamar	US 82	12	0045-09-112	P00078683
Lamar	US 82	13	0045-09-112	P00078692
Lamar	US 82	96	1690-01-139	P00078535.001-.002
Lamar	US 82	97	1690-01-139	P00078536.001-.002
Lamar	US 82	98	1690-01-139	P00082801
Lampasas	US 183	56	0272-06-041	P00085088.001
McLennan	US 84	14	0055-08-124	P00080304.001
McLennan	US 84	15	0055-08-124	P00080306.001
McLennan	US 84	16	0055-08-124	P00080308.001
McLennan	US 84	17	0055-08-124	P00080310.001
McLennan	US 84	18	0055-08-124	P00080314.001
McLennan	US 84	19	0055-08-124	P00080315.001
McLennan	US 84	20	0055-08-124	P00080325.001
McLennan	US 84	21	0055-08-124	P00080331.001
McLennan	US 84	22	0055-08-124	P00080337.001
McLennan	US 84	23	0055-08-124	P00080339.001
McLennan	FM 434	59	0833-04-047	P00071312.001
McLennan	FM 434	60	0833-04-047	P00071336.001
McLennan	FM 434	61	0833-04-047	P00079302.001
Montgomery	SH 105	57	0338-02-043	P00063637.001
Nacogdoches	US 259	27	0138-06-051	P00086813
Nacogdoches	US 259	28	0138-06-051	P00086823
Nacogdoches	US 59	29	0175-07-066	P00086785
Pecos	FM 1053	1	0866-05-044	P00080860.001
Pecos	FM 1053	2	0866-05-044	P00080861.001
Pecos	FM 1053	100	0866-05-044	P00080862.001
San Jacinto	US 59	32	0177-02-111	P00088687
San Jacinto	US 59	33	0177-02-111	P00088689
San Jacinto	US 59	34	0177-02-111	P00088690

Eminent Domain**Non-Controlled Access (continued)**

<u>County</u>	<u>Highway</u>	<u>Exhibit</u>	<u>ROW CSJ No.</u>	<u>Parcel</u>
San Jacinto	US 59	35	0177-02-111	P00088692
San Jacinto	US 59	36	0177-02-111	P00088693
San Jacinto	US 59	37	0177-02-111	P00088696
San Jacinto	US 59	38	0177-02-111	P00088697
San Jacinto	US 59	39	0177-02-111	P00088698
San Jacinto	US 59	40	0177-02-111	P00088699.001-.002
San Jacinto	US 59	41	0177-02-112	P00088718
San Jacinto	US 59	42	0177-02-112	P00088720
San Jacinto	US 59	43	0177-02-112	P00088721
San Jacinto	US 59	44	0177-02-112	P00088732
San Jacinto	US 59	45	0177-02-112	P00088738
San Jacinto	US 59	46	0177-02-112	P00088746
San Jacinto	US 59	47	0177-02-112	P00088747
San Jacinto	US 59	48	0177-02-112	P00088748
San Jacinto	US 59	49	0177-02-112	P00088751
San Jacinto	US 59	104	0177-02-112	P00088762
San Jacinto	FM 945	58	0756-05-024	P00085564
Shelby	SH 87	24	0064-01-071	P00091540.001-.002
Shelby	SH 87	25	0064-01-071	P00091541
Shelby	SH 87	26	0064-01-071	P00091542
Tarrant	US 81	112	0014-15-086	P00061726.001
Tarrant	US 81	114	0014-15-086	P00061727.001
Tarrant	US 81	115	0014-15-086	P00061729.001
Tarrant	US 81	116	0014-15-086	P00061733.001
Tarrant	US 81	117	0014-15-086	P00061735.001-.002
Tarrant	US 81	119	0014-15-086	P00061739.001
Tarrant	US 81	120	0014-15-086	P00061746.001
Tarrant	US 81	121	0014-15-086	P00061748.001-.002
Tarrant	US 81	118	0014-15-086	P00061750.001-.002
Tarrant	US 81	124	0014-15-086	P00061754.001
Tarrant	US 81	125	0014-15-086	P00061755.001
Tarrant	US 81	126	0014-15-086	P00061756.001
Tarrant	US 81	127	0014-15-086	P00061758.001
Tarrant	US 81	128	0014-15-086	P00061759.001
Tarrant	US 81	129	0014-15-086	P00061760.001
Tarrant	US 81	130	0014-15-086	P00061761.001
Tarrant	US 81	131	0014-15-086	P00061764.001
Tarrant	US 81	133	0014-15-086	P00061766.001-.002
Tarrant	US 81	135	0014-15-086	P00061772.001
Tarrant	US 81	134	0014-15-086	P00061773.001-.002
Tarrant	US 81	110	0014-15-086	P00061777.001

Eminent Domain**Non-Controlled Access (continued)**

<u>County</u>	<u>Highway</u>	<u>Exhibit</u>	<u>ROW CSJ No.</u>	<u>Parcel</u>
Tarrant	US 81	111	0014-15-086	P00061785.001
Tarrant	US 81	113	0014-15-086	P00061787.001
Tarrant	US 81	122	0014-15-086	P00080221.001
Tarrant	US 81	132	0014-15-086	P00080222.001
Tarrant	US 81	109	0014-15-086	P00080224.001
Tarrant	US 81	123	0014-15-086	P00081181.001
Victoria	FM 236	67	0842-03-044	P00081521.001
Victoria	FM 236	55	0842-03-044	P00081523.001
Victoria	FM 236	64	0842-03-044	P00081536.001
Victoria	FM 236	66	0842-03-044	P00081538.001
Victoria	FM 236	65	0842-03-044	P00081540.001
Victoria	FM 236	62	0842-03-044	P00081550.001
Victoria	FM 236	63	0842-03-044	P00081553.001

Controlled Access

<u>County</u>	<u>Highway</u>	<u>Exhibit</u>	<u>ROW CSJ No.</u>	<u>Parcel</u>
Brazoria	SH 99	L	3510-02-009	P00087683
Colorado	I-10	J	0535-08-097	P00090653.001
Galveston	SH 99	T	3510-01-008	P00087288.001-.002
Galveston	SH 99	U	3510-01-009	P00091290
Harris	I-69	M	0027-13-227	142
Harris	I-69	N	0027-13-227	163
Midland	I-20	A	0005-14-099	P00063612.001-.002
Midland	I-20	B	0005-15-095	P00056461.001
Midland	I-20	C	0005-15-095	P00066775.001
Nacogdoches	BU 59	O	0175-07-067	P00086832
Nacogdoches	BU 59	P	0175-07-067	P00086834
Nacogdoches	BU 59	D	0175-07-067	P00086835.001-.002
Nacogdoches	US 59	Q	2560-01-090	P00086728.001-.002
Nacogdoches	US 59	K	2560-01-090	P00086731.001-.002
Nacogdoches	US 59	R	2560-01-090	P00086743
Nacogdoches	US 59	S	2560-01-090	P00086755
San Jacinto	US 59	E	0177-02-111	P00088703
San Jacinto	US 59	F	0177-02-112	P00088726
San Jacinto	US 59	G	0177-02-112	P00088755
San Jacinto	US 59	H	0177-02-112	P00088759
San Jacinto	US 59	I	0177-02-112	P00088760

Note: Exhibits A-U and 1-137 are on file with the commission chief clerk.

Item 13. Routine Minute Orders and Report

This item was presented by Executive Director Marc Williams. Commissioner Vaughn made a motion, which was seconded by Commissioner Meade, and the commission approved the following minute orders by a vote of 4-0.

a. Donations to the Department

Various Districts - Consider the acknowledgment of donations with a value of \$500 or more, including donations of money, materials, services, or real property, that are made to the department for the purpose of assisting the department in carrying out its functions and duties or for improving access to or from a highway on the state highway system (see attached itemized list) (MO)

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CSD

Transportation Code, §201.206, authorizes the Texas Department of Transportation (department) to accept a donation in any form, including realty, personalty, money, materials, and services, for the purpose of carrying out its functions and duties. Government Code, Chapter 575, requires the governing board of a state agency to acknowledge the acceptance of a donation valued at \$500 or more by majority vote at an open meeting, not later than the 90th day after the date the donation is accepted. It also prohibits a state agency from accepting a donation from a person who is a party to a contested case before the agency until the 30th day after the date the decision in the case becomes final.

The Texas Transportation Commission (commission) has adopted 43 Texas Administrative Code (TAC) §§1.500-1.506, which relate to the department's acceptance of donations. Section 1.503 authorizes the executive director to approve acceptance of donations to the department and requires that donations valued at \$500 or more must be acknowledged by order of the commission not later than the 90th day after the date the donation is accepted by the department. It further prohibits acceptance of a gift or donation when the donor is subject to department regulation or oversight or when the donor is interested in or likely to become interested in any contract, purchase, payment, or claim with or against the department, except as provided by that section. It also provides that the executive director may approve the acceptance of a donation, notwithstanding the foregoing proscriptions in the rules, if the executive director determines that acceptance would provide a significant public benefit and would not influence or reasonably appear to influence the department in the performance of its duties.

Transportation Code, §223.049 authorizes the department to contract with an owner of land adjacent to a highway that is part of the state highway system to construct an improvement on the highway right of way that is directly related to improving access to or from the owner's land. Exhibit A lists donations resulting from a contract executed by the department under Transportation Code, §223.049 and other donations accepted under Transportation Code, §201.206.

The department also acquires by donation land used for highway improvement projects. Exhibit B lists property donated to the department for that purpose. The department has determined that acceptance of these donations is in the best interest and welfare of the traveling public and will provide a significant public benefit.

The executive director has determined that the donations identified in the attached exhibits comply with the applicable provisions of 43 TAC §§1.500-1.506, 43 TAC §12.353, Government Code, Chapter 575 and Transportation Code, §201.206, §223.049 and §224.001, and has approved acceptance of those donations. All required donation agreements have been executed under 43 TAC §1.504 and §1.506, as applicable.

IT IS THEREFORE ORDERED by the commission that it acknowledges the acceptance of the donations identified in the attached exhibits A and B.

Donations to the Department

<u>Donor</u>	<u>Dist</u>	<u>County</u>	<u>Donation Description</u>
Google LLC	ABL	Haskell	Design and construction of grading, pavement widening, overlay, drainage, signs, and markings for left and right turn deceleration and acceleration lanes at three highway intersections in Haskell County.
iMarketAmerica, Inc.	AUS	Williamson	Design and construction of an eastbound right turn lane on US 79, a westbound left turn lane on US 79, a southbound left turn lane on FM 112, a northbound right turn lane on FM 112, and a signal at the intersection of US 79 and FM 112 in Williamson County.
Lanzola MHP4 LP S1	AUS	Bastrop	Design and construction to add one left turn lane, one right turn lane, and a traffic signal at the intersection of FM 1704 and Las Haciendas Boulevard in Bastrop County.
FBRG Hospitality Developers LP	AUS	Gillespie	Design and construction of one left turn lane and one right turn lane on US 87 and one right turn lane on US 290 in Fredericksburg.

Donations to the Department (continued)

<u>Donor</u>	<u>Dist</u>	<u>County</u>	<u>Donation Description</u>
QT South, LLC	AUS	Caldwell	Design and construction of one westbound left turn deceleration lane 600 LF on SH 21, one eastbound right turn lane 345 LF on SH 21, and one northbound right-turn lane 500 LF on SH 130 in Mustang Ridge.
Lennar Homes of Texas Land and Construction, Ltd.	AUS	Williamson	Funds towards the state's cost to design and construct roadway widening of one left turn lane, two right turn lanes, and two driveways for the proposed connection for Halcyon Development on FM 3349 in Williamson County.
AAA Storage FM3405 DST	AUS	Williamson	Funds towards the state's cost to design and construct roadway widening of two left turn lanes, two right turn lanes, and two driveways for the proposed connection for AAA Storage on FM 3405 in Williamson County.
WB PC Phase I LLC	HOU	Brazoria	Design and construction of an eastbound right turn lane and a westbound left turn lane from FM 1462 into the Preservation Creek development in Alvin.
D.R. Horton - Texas, Ltd.	HOU	Brazoria	Design and construction of a traffic signal on FM 528 at the Georgetown Boulevard intersection into the Georgetown development in Alvin.
QT South, LLC	HOU	Galveston	Design and construction of a traffic signal at the intersection of FM 517 and Medical Park Drive at the QuikTrip #4650 development in Dickinson.

Donations to the Department (continued)

<u>Donor</u>	<u>Dist</u>	<u>County</u>	<u>Donation Description</u>
Shoppes at Lago Mar SWC, LLC	HOU	Galveston	Design and construction of a right turn lane 0.1 miles southeast of existing Lago Mar Boulevard, from I-45 into proposed Crystal View Boulevard, and a right turn lane 0.3 miles southeast of existing Lago Mar Boulevard, from I-45 into the Lago Mar Master development in Texas City.
Legacy Grand Ranch, LLC	BRY	Walker	Design and construction of a right turn deceleration lane along FM 2296 adjacent to the donor's property located on Pine Ridge Lane in Huntsville.
Extraco Banks, National Association	WAC	Bell	Design and construction of a deceleration right turn lane, and a right turn out acceleration lane into the proposed entry of the development at 18307 W. Adams Avenue, Temple.
Forestar (USA) Real Estate Group, Inc.	HOU	Waller	Design and construction of a right turn deceleration lane from eastbound FM 1488 into the Sabine Springs development in Waller.
Pearland Asian Town LLC	HOU	Brazoria	Design and construction of a right turn lane from westbound and raised median left turn lane from eastbound FM 518 into the Pearland Asian Town development in Pearland.
1484 Holdings I LLC	HOU	Montgomery	Design and construction of a right and left turn lane from northbound FM 1484 into the Avalon Ridge development in Cut and Shoot.

Donations to the Department (continued)

<u>Donor</u>	<u>Dist</u>	<u>County</u>	<u>Donation Description</u>
BW Gas & Convenience Real Estate, LLC	ODA	Ector	Design, construction, and inspection of roadway improvements at the northwest corner of I-20 and FM 866 that lead to the entrance of Allsup's Convenience Store in Odessa.
Nash FM 529, LLC	HOU	Harris	Design and construction of a traffic signal installation at the intersection of FM 529 and Elyson Village Road in Katy.
CRGFB Properties, LLC	HOU	Fort Bend	Design and construction of a curbed acceleration lane on the northbound frontage road of US 59, .46 miles south of Reading Road in Rosenberg.
Shri Mukunda Estates LLC	WAC	Bell	Design and construction of a deceleration right turn lane into the proposed property entry at approximately 9933 SH 317, Temple.
Hightower Phase 1 Owner, LLC	HOU	Fort Bend	Design and construction of traffic signal modifications from northbound FM 2234 into the Hightower Business Park development in Houston.
Maryfield, Ltd.	HOU	Brazoria	Design and construction of traffic signal modifications from northbound FM 2234 into the Hightower Business Park development in Houston.
Durbin Family Properties, LLC	HOU	Brazoria	Design and construction of a median crossing on SH 35, 0.5 miles north of Victory Lane in Alvin.

Donations to the Department (continued)

<u>Donor</u>	<u>Dist</u>	<u>County</u>	<u>Donation Description</u>
QT South, LLC	HOU	Harris	Design and construction of a right turn lane from westbound I-10 into the Quik Trip #4606 development in Baytown.
Texas Travel Alliance	TRV	N/A	Food, beverages, transportation and admissions to area attractions for the familiarization study tour of the southwest DFW Metroplex area during October 19-24, 2025.
Esmeralda Hernandez	TRF	Montgomery	Funds to design, fabricate, and install two memorial highway designation signs on the portion of SH 242 on the structure that passes over I-69, designated as the Lance Corporal Armando Hernandez Memorial Bridge within Montgomery County.
Lieutenant Milton Resendez Foundation	TRF	Cameron	Funds to design, fabricate, and install two memorial highway designation signs on the portion of SH 345 within the municipal limits of San Benito, designated as the Lieutenant Milton Resendez Memorial Highway within Cameron County.
QT South, LLC, a Texas Limited Liability Company	FTW	Johnson	Donation of 0.093 acres of land on FM 917. The property being donated will be utilized to accommodate a right turn lane in the upcoming FM 917 bridge project.

Note: Exhibits A and B are on file with the commission chief clerk.

b. Real Estate Dispositions**(1) Dallas County - SH 183 - Consider the sale of real property to the city of Irving, Texas (MO)**

117043
ROW

In the city of Irving, Dallas County, on SH 183, the state of Texas acquired certain land for highway purposes by an instrument recorded in Document Number 20080323902 of the Official Public Records of Dallas County, Texas.

All of the land, which is described in exhibit A (tract), is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may recommend the sale of any interest in real property no longer needed for a state highway purpose to a governmental entity with the authority to condemn the property.

The city of Irving, Texas is a governmental entity with the authority to condemn the property and has requested to purchase the tract for \$4,140,417.00.

The commission finds \$4,140,417.00 to be a fair and reasonable value of the state's right, title, and interest in the tract.

IT IS THEREFORE ORDERED by the commission that the tract is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument conveying all of the state's right, title, and interest in the tract to the city of Irving, Texas for \$4,140,417.00; SAVE AND EXCEPT, however, there is to be excepted and reserved therefrom all of the state's right, title, and interest, if any, in and to all of the oil, gas, sulphur, and other minerals, of every kind and character, in, on, under, and that may be produced from the land.

Note: Exhibit A is on file with the commission chief clerk.

(2) El Paso County - SL 375 - Consider the exchange of real property as part of a transaction to acquire real property needed for a state highway purpose (MO)

117044
ROW

In the city of El Paso, El Paso County, on SL 375, the state of Texas acquired certain land for highway purposes by instruments recorded in Document Nos. 20140024763 and 20160068878 of the Official Records of El Paso County, Texas.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, §202.024, the Texas Transportation Commission (commission) may recommend the exchange of an interest in real property acquired but not needed for a highway purpose as whole or partial consideration for another interest in real property needed for a state highway purpose.

The state of Texas, acting by and through the Texas Department of Transportation, and the El Paso Water Utilities Public Service Board, for and on behalf of the city of El Paso, Texas, a Texas municipal corporation, have entered into an exchange agreement.

In accordance with the executed exchange agreement, certain tracts not needed for a state highway purpose, described in exhibit A (the tracts), are to be conveyed to the El Paso Water Utilities Public Service Board, for and on behalf of the city of El Paso, Texas, a Texas municipal corporation, by the state, and certain land needed for a state highway purpose, described in exhibit B (the parcels), are to be conveyed to the state by the El Paso Water Utilities Public Service Board, for and on behalf of the city of El Paso, Texas, a Texas municipal corporation.

It is the opinion of the commission that it is proper and correct that the state convey the tracts to the El Paso Water Utilities Public Service Board, for and on behalf of the city of El Paso, Texas, a Texas municipal corporation, in exchange for the parcels and the payment of \$4,001,043.00.

IT IS THEREFORE ORDERED by the commission that the tracts are not needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument conveying all of the state's right, title, and interest in the tracts to the El Paso Water Utilities Public Service Board, for and on behalf of the city of El Paso, Texas, a Texas municipal corporation, in exchange and as consideration for the parcels and the payment of \$4,001,043.00; SAVE AND EXCEPT, however, there is excepted and reserved herefrom all of the state's right, title, and interest, if any, in and to all of the oil, gas, sulphur, and other minerals, of every kind and character, in, on, under, and that may be produced from the tracts described in exhibit A.

Note: Exhibits A and B are on file with the commission chief clerk.

(3) **Lamar County** - FM 1507 - Consider an easement release to the underlying fee owner (MO)

117045
ROW

In the city of Paris, Lamar County, on FM 1507, the state of Texas acquired an easement interest in certain land by an instrument recorded in Volume 316, at page 288, of the Deed Records of Lamar County, Texas.

All of the easement, which encumbers the real property described as Tract 1 in exhibit A (tract), is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may release an easement interest no longer needed for a state highway purpose to the owner of the fee in the property.

Lone Star Planned Developments, LLC, a Texas limited liability company, is the owner of the fee interest in the property and has requested to purchase the easement interest for \$5,489.00.

The commission finds \$5,489.00 to be a fair and reasonable value of the state's right, title, and interest in the easement interest.

IT IS THEREFORE ORDERED by the commission that the easement interest encumbering the tract, described as Tract 1 in exhibit A, is no longer needed for a state highway purpose. The commission authorizes the executive director of the Texas Department of Transportation to execute a proper instrument conveying all of the state's right, title, and interest in the easement interest to Lone Star Planned Developments, LLC, a Texas limited liability company, for \$5,489.00.

Note: Exhibit A is on file with the commission chief clerk.

(4) Tarrant County - FM 157 - Consider the sale of right of way to the city of Mansfield, Texas (MO)

117046
ROW

In the city of Mansfield, Tarrant County, on FM 157, the state of Texas acquired certain land for highway purposes by an instrument recorded in Volume 1989, at page 21, of the Deed Records of Tarrant County, Texas.

A portion of the land, which portion is described in exhibit A (tract), is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may recommend the sale of any interest in real property no longer needed for a state highway purpose to a governmental entity with the authority to condemn the property.

The city of Mansfield, Texas is a governmental entity with the authority to condemn the property and has requested to purchase the tract for \$237,700.00.

The commission finds \$237,700.00 to be a fair and reasonable value of the state's right, title, and interest in the tract.

IT IS THEREFORE ORDERED by the commission that the tract is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument conveying all of the state's right, title, and interest in the tract to the city of Mansfield, Texas for \$237,700.00; SAVE AND EXCEPT, however, there is to be excepted and reserved therefrom all of the state's right, title, and interest, if any, in and to all of the oil, gas, sulphur, and other minerals, of every kind and character, in, on, under, and that may be produced from the land.

Note: Exhibit A is on file with the commission chief clerk.

(5) Travis County - SH 130 - Consider an easement release to the underlying fee owner (MO)

117047
ROW

In the city of Austin, Travis County, on SH 130, the state of Texas acquired an easement interest in certain land for the Central Texas Turnpike System (CTTS) by an instrument recorded in Document No. 2006151679 of the Official Public Records of Travis County, Texas.

All of the easement, which encumbers the real property described in exhibit A (tract), is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may release an easement interest no longer needed for a state highway purpose to the owner of the fee in the property.

Pearce Land Investment, LP, a Texas limited partnership, is the owner of the fee interest in the property and has requested to purchase the easement interest for \$39,615.00.

The commission finds \$39,615.00 to be a fair and reasonable value of the state's right, title, and interest in the easement interest.

IT IS THEREFORE ORDERED by the commission that the easement interest encumbering the tract, described in exhibit A, is no longer needed for a state highway purpose. The commission authorizes the executive director of the Texas Department of Transportation (department) to execute a proper instrument conveying all of the state's right, title, and interest in the easement interest to Pearce Land Investment, LP, a Texas limited partnership, for \$39,615.00.

IT IS FURTHER ORDERED by the commission that all proceeds from the sale of the release of easement to Pearce Land Investment, LP, a Texas limited partnership, shall be deposited and used in accordance with the terms of the CTTIS Indenture of Trust, and the executive director of the department or the executive director's designee, the chief financial officer of the department, and the Project Finance, Debt and Strategic Contracts Division director of the department, are authorized to perform all actions necessary to comply with the terms of the CTTIS Indenture of Trust in the management of the sale proceeds.

Note: Exhibit A is on file with the commission chief clerk.

(6) **Wharton County** - FM 102 - Consider the removal from the highway system, transfer of jurisdiction, control, and maintenance, and transfer of right of way to the city of Wharton, Texas (MO)

117048
ROW

In the city of Wharton, Wharton County, on FM 102, the state of Texas acquired certain land for highway purposes.

All of the land, described in exhibit A (tract), is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may recommend the transfer of highway right of way to a governmental entity that is assuming or has assumed jurisdiction, control, and maintenance of the right of way for public road purposes.

If the tract is no longer used for public road purposes, if the unrestricted motor vehicle lanes are reduced in number or width, or if the capacity of the roadway is reduced at all, said real property shall immediately and automatically revert to the state of Texas.

The city of Wharton, Texas is assuming or has assumed jurisdiction, control, and maintenance and has requested that the tract be transferred to the city of Wharton, Texas.

IT IS THEREFORE ORDERED by the commission that the tract, as shown on exhibit A, is removed from the state highway system.

IT IS FURTHER ORDERED by the commission that the tract is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument conveying all of the state's right, title, and interest in the tract to the city of Wharton, Texas; SAVE AND EXCEPT, however, there is to be excepted and reserved therefrom all of the state's right, title, and interest, if any, in and to all of the oil, gas, sulphur, and other minerals, of every kind and character, in, on, under, and that may be produced from the land.

IT IS FURTHER ORDERED that, if the tract is no longer used for public road purposes, if the unrestricted motor vehicle lanes are reduced in number or width, or if the capacity of the roadway is reduced at all, said real property shall immediately and automatically revert to the state of Texas.

Note: Exhibit A is on file with the commission chief clerk.

(7) **Wilbarger County** - US 70 & US 287 - Consider the exchange of drainage easements as part of a transaction to acquire a drainage easement needed for a state highway purpose (MO)

117049
ROW

I In the city of Vernon, Wilbarger County, on US 70 & US 287, the state of Texas acquired easement interests in certain lands by instruments recorded in Condemnation Causes 3816 and 3817 of the Public Records of Wilbarger County, Texas.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, §202.024, the Texas Transportation Commission (commission) may recommend the exchange of an interest in real property acquired but not needed for a highway purpose as whole or partial consideration for another interest in real property needed for a state highway purpose.

The easements encumbering the land, described in exhibit A, (tract) are no longer needed for a state highway purpose. The value of the easements is \$25,220.00.

A drainage channel easement needed for a state highway purpose, encumbering the land described in exhibit B, (parcel) is to be conveyed to the state by Murphy Oil USA, Inc., a Delaware corporation. The value of the easement encumbering the parcel and its associated improvements is \$620,334.00.

Murphy Oil USA, Inc., a Delaware corporation, is the owner of the fee interest in the tract and has requested that the easements encumbering the tract be released to it in exchange for an easement encumbering the parcel, and Murphy Oil USA, Inc., a Delaware corporation, will donate the \$595,114.00 difference in value between the easements encumbering the tract and the improved easement encumbering the parcel to the state, in accordance with an executed exchange agreement.

It is the opinion of the commission that it is proper and correct that the state release the easements encumbering the tract to Murphy Oil USA, Inc., a Delaware corporation, as partial consideration for the improved easement encumbering the parcel and accept the donation of \$595,114.00 value difference from Murphy Oil USA, Inc., a Delaware corporation.

IT IS THEREFORE ORDERED by the commission that the easement interests encumbering the tract, described in exhibit A, are no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument conveying all of the state's right, title, and interest in the easement interests to Murphy Oil USA, Inc., a Delaware corporation, in exchange and as partial consideration for the improved easement encumbering the Parcel.

Note: Exhibits A and B are on file with the commission chief clerk.

(8) Williamson County - SH 130 - Consider the designation of one location on the SH 130 northbound frontage road at which access will be permitted to and from the adjoining private real property (MO)

117050
ROW

In the city of Georgetown, Williamson County, on SH 130, a new designated controlled-access highway, the state of Texas acquired certain land for the Central Texas Turnpike System (CTTS) for highway purposes with a denial of access to the adjoining private real property per Transportation Code, §203.031(a).

East View Retail Ltd., a Texas limited partnership, the current owner of the adjoining private real property, has requested designated access from the SH 130 northbound frontage road for proposed ingress and egress at one location along the property line at the new access point described in exhibit A (access).

East View Retail Ltd., a Texas limited partnership, has committed to purchase the access for \$350,000.

Transportation Code, §201.103, empowers the Texas Transportation Commission (commission) to plan and make policies for the location, construction, and maintenance of a comprehensive system of state highways and public roads.

Transportation Code, §203.002 authorizes the commission to layout, construct, maintain, and operate a modern state highway system, with an emphasis on the construction of controlled-access highways.

Transportation Code, §203.031 authorizes the commission to designate locations on a controlled-access highway at which access to or from the highway is permitted and to determine the type and extent of access permitted at each location.

Transportation Code, Chapter 202, Subchapter B, authorizes the commission to recommend the sale of any interest in right of way no longer needed for a state highway purpose to abutting and adjoining landowners.

The commission finds that ingress and egress at the new access point will not compromise the mobility, safety, or operation of the existing state highway facility. The commission further finds, in accordance with the standard established by Transportation Code, §202.021(j), that \$350,000 is a fair and reasonable value of the state's right, title, and interest in the access.

IT IS THEREFORE ORDERED by the commission that the designated ingress and egress at the line, described in exhibit A, is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument granting the ingress and egress at the line described in exhibit A to East View Retail Ltd., a Texas limited partnership, for \$350,000.

IT IS FURTHER ORDERED by the commission that all proceeds from the sale of the access to East View Retail Ltd., a Texas limited partnership, shall be deposited and used in accordance with the terms of the CTTS Indenture of Trust, and the executive director of the Texas Department of Transportation (department) or the executive director's designee, the chief financial officer of the department, and the Project Finance, Debt and Strategic Contracts Division director of the department, are authorized to perform all actions necessary to comply with the terms of the CTTS Indenture of Trust in the management of the sale proceeds.

Note: Exhibit A is on file with the commission chief clerk.

c. Reports

(1) Compliance Division Report

Note: Confidential report to commission.

(d) Economically Disadvantaged Counties Program Fiscal Year 2026

Various Counties - Consider the certification of eligible counties for the Fiscal Year 2026 Economically Disadvantaged Counties Program; establish local match adjustments for each county and certain cities, and delegate the statutory reporting responsibility to the executive director or designee (MO)

117051
TPP

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(e), requires the commission to report annually to the governor, lieutenant governor, and the speaker of the house of representatives on the use of matching funds and local incentives and the ability of the commission to ensure that political subdivisions located in economically disadvantaged counties have equal ability to compete for highway funding with political subdivisions in counties that are not economically disadvantaged.

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.

Transportation Code, §222.053(h), allows the commission to delegate any of its duties or powers under this section to the director or the director's designee.

Title 43 Texas Administrative Code (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 Fiscal Year (FY) 2026. 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).

In addition, the Texas Department of Transportation has reviewed disaster declarations issued by the Federal Emergency Management Agency through the month of December 2024 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 2026 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.

IT IS THEREFORE ORDERED by the commission that the annual reporting responsibilities for FY 2025 be delegated to the executive director or the executive director's designee.

Note: Exhibits A and B are on file with the commission chief clerk.

(e) Highway Designation

Houston County - In the city of Crockett, consider designating SH 7, SH 19, SH 21, and US 287 concurrently with SL 304 and redesignating segments of SH 7, SH 19, SH 21, and US 287 as BS 7, BS 19, BS 21, and BU 287 (MO)

117052
TPP

The city of Crockett, Houston County, and the Lufkin District have requested the following actions:

- 1) consider designating a segment of SH 7 concurrently with SL 304 on the state highway system from the existing intersection of SH 7 and SL 304 on the west side of the city of Crockett (city), northeastward then southeastward to the existing intersection of SH 7 and SL 304 on the east side of the city, a distance of approximately 4.9 miles; and
- 2) consider redesignating a segment of SH 7 as BS 7 on the state highway system from the existing intersection of SH 7 and SL 304 on the west side of the city, eastward along West Goliad Avenue and East Goliad Avenue, then around the Houston County Court House square (square), comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing eastward along East Goliad Avenue to the existing intersection of SH 7 and SL 304 on the east side of the city, a distance of approximately 2.6 miles; and
- 3) consider designating a segment of SH 19 concurrently with SL 304 on the state highway system from the existing intersection of SH 19 and SL 304 on the north side of the city, eastward then southward and southwestward to the existing intersection of SH 19 and SL 304 on the south side of the city, a distance of approximately 5.0 miles; and

- 4) consider redesignating a segment of SH 19 as BS 19 on the state highway system from the existing intersection of SH 19 and SL 304 on the north side of the city, southeastward and then southward along North 4th Street, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing southward along South 4th Street to the existing intersection of SH 19 and SL 304 on the south side of the city, a distance of approximately 2.9 miles; and
- 5) consider designating a segment of SH 21 concurrently with SL 304 on the state highway system from the existing intersection of SH 21 and SL 304 on the west side of the city, northeastward then southeastward to the existing intersection of SH 21 and SL 304 on the east side of the city, a distance of approximately 3.9 miles; and
- 6) consider redesignating a segment of SH 21 as BS 21 on the state highway system from the existing intersection of SH 21 and SL 304 on the west side of the city, eastward along West Goliad Avenue and East Goliad Avenue, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing eastward and northeastward along East Houston Avenue to the existing intersection of SH 21 and SL 304 on the east side of the city, a distance of approximately 3.0 miles; and
- 7) consider designating a segment of US 287 concurrently with SL 304 on the state highway system from the existing intersection of US 287 and SL 304 on the north side of the city, eastward and southeastward to the existing intersection of US 287 and SL 304 on the south side of the city, a distance of approximately 3.5 miles; and
- 8) consider redesignating a segment of US 287 as BU 287 on the state highway system from the existing intersection of US 287 and SL 304 on the north side of the city, southeastward and then southward along North 4th Street, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing southward along South 5th Street and southeastward along East Bowie Avenue to the existing intersection of US 287 and SL 304 on the south side of the city, a distance of approximately 3 miles, in Houston County.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation has recommended these actions.

The Texas Transportation Commission (commission) finds that these actions will promote public safety, facilitate the flow of traffic, and maintain the continuity of the state highway system, and are necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that:

- 1) a segment of SH 7 be designated concurrently with SL 304 on the state highway system from the existing intersection of SH 7 and SL 304 on the west side of the city, northeastward then southeastward to the existing intersection of SH 7 and SL 304 on the east side of the city, a distance of approximately 4.9 miles as shown in exhibit A; and
- 2) a segment of SH 7 be redesignated as BS 7 on the state highway system from the existing intersection of SH 7 and SL 304 on the west side of the city, eastward along West Goliad Avenue and East Goliad Avenue, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing eastward along East Goliad Avenue to the existing intersection of SH 7 and SL 304 on the east side of the city, a distance of approximately 2.6 miles as shown in exhibit A; and
- 3) a segment of SH 19 be designated concurrently with SL 304 on the state highway system from the existing intersection of SH 19 and SL 304 on the north side of the city, eastward then southward and southwestward to the existing intersection of SH 19 and SL 304 on the south side of the city, a distance of approximately 5.0 miles as shown in exhibit B; and
- 4) a segment of SH 19 be redesignated as BS 19 on the state highway system from the existing intersection of SH 19 and SL 304 on the north side of the city, southeastward and then southward along North 4th Street, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing southward along South 4th Street to the existing intersection of SH 19 and SL 304 on the south side of the city, a distance of approximately 2.9 miles as shown in exhibit B; and
- 5) a segment of SH 21 be designated concurrently with SL 304 on the state highway system from the existing intersection of SH 21 and SL 304 on the west side of the city, northeastward then southeastward to the existing intersection of SH 21 and SL 304 on the east side of the city, a distance of approximately 3.9 miles as shown in exhibit C; and
- 6) a segment of SH 21 be redesignated as BS 21 on the state highway system from the existing intersection of SH 21 and SL 304 on the west side of the city, eastward along West Goliad Avenue and East Goliad Avenue, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing eastward and northeastward along East Houston Avenue to the existing intersection of SH 21 and SL 304 on the east side of the city, a distance of approximately 3.0 miles as shown in exhibit C; and
- 7) a segment of US 287 be designated concurrently with SL 304 on the state highway system from the existing intersection of US 287 and SL 304 on the north side of the city, eastward and southeastward to the existing intersection of US 287 and SL 304 on the south side of the city, a distance of approximately 3.5 miles as shown in exhibit D; and

- 8) a segment of US 287 be redesignated as BU 287 on the state highway system from the existing intersection of US 287 and SL 304 on the north side of the city, southeastward and then southward along North 4th Street, then around the square, comprised of 1-block segments of East Goliad Avenue, South 5th Street, East Houston Avenue, and South 4th Street, then continuing southward along South 5th Street and southeastward along East Bowie Avenue to the existing intersection of US 287 and SL 304 on the south side of the city, a distance of approximately 3 miles, as shown in exhibit D.

Note: Exhibits A, B, C and D are on file with the commission chief clerk.

f. Speed Zones

Various Counties - Consider the establishment or alteration of regulatory and construction speed zones on various sections of highways in the state (MO)

117053
TRF

Transportation Code, §545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways.

Transportation Code, §545.353 empowers the Texas Transportation Commission (commission) to alter those prima facie limits on any part of the state highway system as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the commission.

The Texas Department of Transportation (department) has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those segments of the state highway system shown in exhibits A and B.

Exhibit A lists construction speed zones in effect when signs are displayed within construction projects. The completion and/or acceptance of each project shall cancel the provision of this minute order applying to said project and any remaining construction speed zone signs shall be removed.

Exhibit B lists speed zones for sections of highways where engineering and traffic investigations justify the need to alter the speeds.

It has also been determined that the speed limits on the segments of the state highway system, previously established by the commission by minute order and listed in exhibit C, are no longer necessary or have been incorporated by the city which has the authority to set the speed limits on these sections of the highway.

IT IS THEREFORE ORDERED by the commission that the reasonable and safe prima facie maximum speed limits determined in accordance with the department's "Procedures for Establishing Speed Zones" and shown on the attached exhibits A and B are declared as tabulated in those exhibits. The executive director is directed to implement this order for control and enforcement purposes by the erection of appropriate signs showing the prima facie maximum speed limits.

IT IS FURTHER ORDERED that a provision of any prior order by the commission which is in conflict with a provision of this order is superseded to the extent of that conflict, and that the portions of minute orders establishing speed zones shown on the attached exhibit C are canceled.

Note: Exhibits A, B, and C are on file with the commission chief clerk.

OPEN COMMENT PERIOD - At the conclusion of all other agenda items, the commission will allow an open comment period, not to exceed one hour, to receive public comment on any other matter that is under the jurisdiction of the department. No action will be taken. Each speaker will be allowed a maximum of three minutes. Speakers must be signed up prior to the beginning of the open comment period.

The commission heard comments from Texas Rail Advocates President Peter J. LeCody on intercity passenger rail corridor development; EMC Strategy Group President and Chief Executive Officer Ernie Gonzalez spoke about updates to Reeves County and Pecos City transportation projects; and Safe Streets Austin Advocacy Director Adam Greenfield spoke about Texas passenger rail. The commission received no further comments.

Item 14. Executive Session Pursuant to Government Code, Chapter 551 Section 551.071

Consultation with and advice from legal counsel regarding any item on this agenda, pending or contemplated litigation, or other legal matters

The commission did not meet in executive session.

Commissioner Meade motioned adjournment and Commissioner Alvis seconded the motion. The commission voted 4-0 to adjourn. The regular meeting of the Texas Transportation Commission was adjourned at 11:12 a.m.

APPROVED by the Texas Transportation Commission on October 30, 2025:



W. Alvin New, Acting Chairman
Texas Transportation Commission

I hereby certify that the above and foregoing pages constitute the full, true, and correct record of all proceedings and official records of the Texas Transportation Commission at its regular meeting on September 25, 2025, in Austin, Texas.



Amanda Brown, Commission Chief Clerk
Texas Department of Transportation