

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES**

June 26, 2025

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Mr. DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

Mr. Brian DeLatte, P.E., City of Portland, Chairperson

Ms. Paula Sales-Evans, P.E., Texas Department of Transportation-Corpus Christi District

Commissioner Tom Yardley, San Patricio County

Mr. Juan Pimentel, P.E., Nueces County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority

MPO Staff Present:

Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Carissa Tamez

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TAC JANUARY 16, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the January 16, 2025, TAC Regular Meeting Minutes.

Mr. Pimentel seconded; the motion passed unanimously.

4. APPROVAL OF THE TAC APRIL 17, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the April 17, 2025, TAC Regular Meeting Minutes.

Ms. Sales-Evans seconded; the motion passed unanimously.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary

Mr. MacDonald presented this item.

The Corpus Christi MPO Planning Area Boundary Change process has been on-going for about 2 years. The next step in the process was determined during the June 5, 2025, Joint TPC-TAC Workshop. This step is for the TAC to recommend to the TPC a DRAFT MPO Planning Area Boundary Change to be part of a future Boundary Change Package required by TxDOT.

There are still some adjustments for the TAC to consider in recommending the DRAFT MPO Planning Area Boundary and items for the TxDOT Boundary Change Packet. Additionally, the process will continue for over a few months to complete the components of the TxDOT Boundary Change Checklist, specifically:

- Resolution of Support from the City of Robstown or a request by the City of Robstown to join the Corpus Christi MPO that would start a separate process involving MPO Bylaw Changes and MPA Boundary Adjustments. The MPO staff presented the Resolution of Acknowledgement/Support on May 21, 2025. The City Attorney proposed changes to the Resolution. The City Council tabled the item pending additional information about TxDOT funding. The next meeting of the Robstown City Council is on July 21.
- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown joins the MPO as a voting member.

Discussion:

Ms. Alfaro shared that there's an ongoing question about whether the cities of Robstown and Port Aransas should be included in the MPO boundary since RTA transit service is provided there. Based on guidance from the FTA, any route currently operated or planned in the next 20 years by a transit agency would fall within the boundary, which means that Robstown and Port Aransas have to be part of the boundary. Ms. Alfaro noted that RTA was waiting for confirmation from FTA headquarters in Washington, DC, but wanted to keep the committee informed.

Mr. MacDonald mentioned that when the MPO's boundaries were smoothed, transit service areas were one of nine considerations.

- Ms. Alfaro also mentioned that Robstown and Port Aransas have an extensive transit service since they each contain multiple routes and one of the heaviest ridership routes serves Robstown, supporting their inclusion in the boundary.

Mr. Yardley said that TAC needs to clarify the status of Robstown and Gregory before recommending the final boundary, since the decisions are still unsettled.

Mr. Delatte stated that TAC needs to have final information from RTA before making a boundary decision. If those areas must be included, the boundary should reflect that. Participation in committees is a separate issue. Given the recent information regarding transit, TAC should consider holding off on recommending the boundary to the Transportation Policy Committee.

Ms. Sales-Evans agreed that if all transit routes must be included within the MPO boundary, further discussion is needed. This would involve identifying related projects from RTA, TxDOT, and possibly the Port. With these questions unresolved, Ms. Sales-Evans didn't feel comfortable making a boundary recommendation yet.

Ms. Alfaro reiterated that RTA is reaching out to headquarters in Washington, DC, for clarification and will share the information with TAC when it is received.

Motion:

Mr. Yardley made a motion to table this agenda item until the RTA route issue is resolved and the areas of the cities of Robstown and Gregory are determined related to the MPA Boundary.

Ms. Sales-Evans seconded; the motion passed unanimously.

Discussion after Motion:

Mr. Delatte understood that resolutions of acknowledgment are needed for areas joining the MPO boundary. However, discussions about their membership on the policy committee are separate, as the policy committee has the authority to decide on its own composition.

- Mr. MacDonald responded that the TPC has the final say on new membership, and similar debates have happened across the state, and some MPO policy committees even set population thresholds for membership. For now, the focus is on providing information about the City of Robstown and the initial resolution of acknowledgment for the triangular area within the city limits to be a part of the new MPA Boundary. Discussions will continue, and updates will be brought back to the committee later.
- Ms. Sales-Evans added if Robstown wants to be fully included in the boundary, the MPO needs to consider extending the boundary line across and parallel to State Highway 44 to create a clean, connected boundary.

Mr. MacDonald mentioned the MPO will continue working with Robstown staff and TxDOT, asking the city of Robstown not to take the issue to their council unless directed by staff. A simple one-page resolution of acknowledgment has been developed from another MPO as a model. More information will be shared with the committee once RTA hears back from FTA headquarters.

B. Corpus Christi MPO DRAFT 2025 Public Participation Program (PPP)

Mr. Casper presented this item.

A Public Participation Plan (PPP) defines the processes that the Corpus Christi MPO will use to provide all interested or potentially impacted citizens with meaningful opportunities to participate in the metropolitan transportation planning and programming processes. The 2025 PPP will identify the outreach and involvement activities for both the 2050 Metropolitan Transportation Plan (2050 MTP) process and updates to the 2027-2030 Transportation Improvement Program (TIP) process. Section 3 of the 2025 PPP outlines the adopted policies and principles for public outreach. These have not changed from the 2021 PPP.

The scheduled update to the Corpus Christi MPO Public Participation Program is due in July 2025. Aspects of it related to equity need removal due to the new federal government direction. The focus of this document has returned to Title VI compliance. TxDOT recently completed the Statewide Strategic Public Engagement Guidance in January 2024, that was used to update the document. The public review period for this document is a minimum of 45 days.

Discussion:

Ms. Sales-Evans questioned whether there's flexibility in defining a primary amendment (as described on page 16) and whether some changes could be treated as administrative rather than requiring full 30-day public notice.

- Mr. Casper responded that he believed the definitions came directly from TXDOT headquarters, but this would need to be verified. If the definitions did come from TxDOT, there likely isn't much flexibility in how primary amendments are defined.
- Ms. Sales-Evans mentioned that while TIP and STIP have specific definitions and requirements, there's room to consider whether some MTP changes should be treated as administrative rather than requiring full amendments and public notice, especially for minor or frequent updates.

Ms. Sales-Evans noted that the PPP also highlighted challenges in getting meaningful public and stakeholder input, particularly for things like socioeconomic data, and suggested using tools like Zoom to increase accessibility and engagement. Additionally, it was noted on how MPO outreach used to include printed newsletters that helped inform stakeholders, noting that relying solely on digital platforms may miss people who aren't aware of the MPO. Ms. Sales-Evans recommended combining online tools with more proactive outreach methods, like social media and printed materials, to improve education and public awareness.

- Mr. MacDonald agreed and noted the MPO is open to and seeking more effective outreach strategies from others. While virtual meetings are helpful, getting the word out remains a challenge. Future workshops are a possibility to exchange outreach ideas, especially from local jurisdictions and groups like RTA, TxDOT, and Coastal Bend COG. Since outreach methods vary by region, it is worth identifying what works locally in Texas and turning those insights into actionable steps to boost public participation.
- Ms. Sales-Evans emphasized the importance of keeping technology-based outreach options open and integrated into procedures. It's often easier to get public input on specific projects than on broader programs, which adds to the challenge. Tools like Nextdoor, Facebook, and virtual/in-person meeting options are effective for outreach.
- Ms. Alfaro added that from her experience, the most effective outreach happens when you go where the people are. Meeting location matters—places like City Hall can discourage attendance, so holding meetings in more accessible, community-based locations tends to work better.

Ms. Sales-Evans asked whether the current draft is ready to move forward for public comment, or if changes are still needed, suggesting it may be better to revisit and revise the content first, then open it up for public input afterward.

- Mr. Casper stated that there is a time constraint, but ultimately, it's their decision. Changes could be made next month during the 45-day window after release. An update on flexibility can likely be provided at the upcoming TPC meeting.
- Mr. MacDonald noted the current PPP remains in effect until a new one is amended or adopted. While there's flexibility in timing, there are required update deadlines. The goal is to finalize the new PPP by July or August.

Ms. Sales-Evans recommended TAC table the item to next month to allow adjustments, then aim to open public comment at the next meeting due to the boundary issues that are unresolved.

Motion:

Ms. Sales-Evans made a motion to table this agenda item to next month to allow for adjustments.

Mr. Yardley seconded; the motion passed unanimously.

C. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1

Mr. MacDonald presented this item.

During the last several months, the Texas MPOs and TxDOT-TPP have been working on new Unified Planning Work Programs (UPWPs). The Corpus Christi MPO has an approved 2-year UPWP, therefore we did not have to develop a new UPWP for FY 2026. However, in discussions with FHWA/FTA staff in Texas, there is a clarification for all MPOs in Texas regarding the **"2.5% Set-Aside for Increasing Safe and Accessible Transportation Options"**. The FY 2025 and FY 2026 UPWP with Amendment 1 was provided to the TAC for their review and discussion.

In prior amendments to older UPWPs, the Corpus Christi MPO added a specific Subtask 3.3 to our UPWP in response to a request by TxDOT as part of their April 8, 2024, Work Order Letter 2 for FY 2024. That letter highlighted the requirement for the Corpus Christi MPO to have specific language in the current Unified Planning Work Program related to the federal requirement to spend a minimum of 2.5% of the MPO's Federal Planning funds (PL) on planning activities *"...to increase safe and accessible options for multiple travel modes for people of all ages and abilities..."*. That change was accomplished and carried forward into the current FY 2025 and FY 2026 UPWP.

In the past fiscal years of FY 2022-2025, tracking of the 24 MPOs 2.5% set-aside by TxDOT was not completed to the satisfaction of FHWA/FTA. Therefore, all of the 2.5% set-aside Planning (PL) funds need to be accounted for in all UPWPs of all 24 MPOs in Texas. For the Corpus Christi MPO, this requires amending our FY 2025 and FY 2026 UPWP. The amount of the 2.5% set-aside for each MPO is provided in the Table in Attachment 3. The specific amount to be rolled forward into our FY 2026 UPWP is \$77,920.89. We rounded up to \$78,000. To maintain fiscal constraint of the FY 2026 UPWP, we reallocated funds from other Subtasks in FY 2026. These are shown in the tables below, which are also the tables contained in the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 document. Additional Guidance from TxDOT was that all MPOs remove references to the federal Planning Emphasis Areas (PEAs) as well as removal of terms referenced by the current Administration's Executive Orders (EOs). These changes are found primarily on pages 9-11 of the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 document. All remaining changes are shown through track-changes format in the document.

Discussion:

Ms. Sales-Evans asked for clarification on what was included in this task.

- Mr. MacDonald responded that Subtask 3.3 used to be called Complete Streets, Active Transportation, and Micromobility. Although the MPO did extensive work, such as creating an active transportation plan using COVID relief funds, it couldn't be counted toward planning funds. The line item was updated under FHWA direction via TxDOT to align with the Infrastructure Investment and Jobs Act so that it can be tracked separately, ensuring compliance, which all MPOs are expected to follow.

Motion:

Mr. Yardley made a motion to recommend releasing the DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1 for a one-month public comment period.

Mr. Pimentel seconded; the motion passed unanimously.

D. DRAFT FY 2025-2028 TIP with Amendment 2

Ms. Christina Perez from the Corpus Christi Regional Transportation Authority presented this item.

The Corpus Christi Regional Transportation Authority (CCRTA) is amending the FY 2025-2028 Transportation Improvement Program (TIP) to include fourteen new projects. These projects, along with two existing projects, will use Federal Transit Administration (FTA) apportionment years 2022 through 2024 for formula funds 5307, 5339, and 5310. The total federal amount across all fourteen projects is \$23,460,816. This amendment fully accounts for all previously unallocated awarded apportionments.

Also, CCRTA has added the following project, which is currently funded using CCRTA local sales tax revenue:

- A/E for the Rehab/Renovation of the Maintenance Building

Additionally, CCRTA has made changes to the following two projects:

- MPO Project # CCRTA-116: The current federal FTA funds are decreasing from \$1,257,052 to \$896,326 because the project is estimated to come in under budget.
- MPO Project # CCRTA-118: The federal FTA amount is increasing from \$142,400 to \$266,965 to ensure all projects within this project are fully funded.

Therefore, the amendment to the FY 2025-2028 TIP will include fourteen federally funded new projects and one locally funded project, for a total of fifteen projects.

Discussion:

None

Motion:

Mr. Yardley made a motion to recommend releasing the DRAFT FY 2025-2028 TIP with Amendment 2 for a one-month public comment period.

Mr. Pimentel seconded, and the motion passed unanimously.

6. INFORMATION ITEMS

A. Corpus Christi MPO Program Addressing Discrimination (PAD) Update 2025

Mr. Casper presented this item.

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. As reported by FHWA, and discussed in previous meetings, several executive actions have impacted environmental justice (EJ) considerations within metropolitan transportation planning regulations. The actions collectively reduce the emphasis on environmental justice and equity considerations in metropolitan transportation planning and related federal infrastructure initiatives.

Discussion:

Mr. MacDonald noted that the MPO is tracking federal developments closely and associations are monitoring how potential executive orders might impact Metropolitan Planning Organizations (MPOs), TxDOT, and local governments. Additionally, the FTA may issue new directives for transit that could also have significant effects.

B. Congestion Management Program (CMP) Performance Measures

Mr. Casper presented this item.

The Corpus Christi MPO staff asked TAC to discuss the multimodal performance measures that are used to: identify locations currently experiencing congestion problems, to support assessment, and prioritization of congestion mitigation projects, and to conduct post implementation evaluation of implemented projects. The application of performance measures in this context often means that the performance measures selected for monitoring system-level congestion and tracking regional objectives must be tailored to be applicable at a regional, segment, or intersection scale.

A threshold or definition of unacceptable performance should be applicable at both the regional and local levels. For instance, the region may define excess delay as the average travel time in excess of free flow travel time and then identify locations that exceed a certain threshold of delay as congested. It is important for these to be appropriate (e.g., road segment, transit route, individual intersection) measures of congestion and linkable to regional performance measures so that congestion problems and solutions are specific and connect directly to the attainment of the regional objectives.

Discussion:

Ms. Sales-Evans questioned how to collect and measure data for goals like reducing crash-related lane closures duration by 10%, suggesting the need for simpler, more practical performance metrics.

- Craig responded that we would work with the district to draft an Incident Management Plan. Using TxDOT's subscription to RITIS, we can obtain crash records and analyze how incidents affect traffic flow. Data isn't automatically packaged, but it's accessible and will be refined during planning.

Ms. Sales-Evans stated in evaluating travel time predictability, it's essential to consider factors beyond crashes, such as construction impacts and frequent congestion. The 2028 objective aims to interconnect at least five traffic signals annually on designated congestion corridors. Given that many signals are managed by the City of Corpus Christi, collaboration with local authorities is crucial to achieve this goal. Ensuring their active participation is vital for the success of this performance objective.

- Mr. MacDonald mentioned that we plan to hold individual meetings and a group workshop to tailor TxDOT's existing performance measures, such as incident clearance times and travel time reliability, to our region's specific needs. While TxDOT provides data, local factors like signal interconnectivity require customization. Collaboration with local entities is essential to develop a plan that effectively addresses our regional challenges.

Ms. Sales-Evans mentioned that when assessing major corridors like SPID (SH 358), it's important to distinguish between access-oriented frontage roads and focused main lanes. Expectations for delay and incident response may vary between these segments. For instance, main lanes are designed for uninterrupted travel, while frontage roads serve local access, potentially leading to different performance metrics. Therefore, it's crucial to establish clear expectations tailored to each segment's function and design.

C. Corpus Christi RTA Fare Review Process

Ms. Perez from the Corpus Christi Regional Transportation Authority presented a PowerPoint for this item.

Discussion:

Ms. Perez stated that the proposed fare increase start date would be January 5, 2026.

Mr. MacDonald stated Senate Bill 1371, effective immediately as of June 20, 2025, streamlines the fare-setting process. Previously, fare changes required approval from a fare review committee comprised of elected officials from the local cities and counties. Now, the RTA can implement fare adjustments directly if no objection is made by the Corpus Christi Metropolitan Planning Organization (MPO). This process is the current practice at larger MPO's in cities like Fort Worth, El Paso, and Austin.

7. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST

Ms. Sales-Evans announced the Harbor Bridge Ribbon Cutting on Saturday, June 28, 2025. She also noted that the southbound lanes will be open to traffic on Saturday too.

8. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	July 10, 2025
B. Technical Advisory Committee:	Regular Meeting	July 17, 2025
C. Transportation Policy Committee:	Regular Meeting	August 7, 2025

9. ADJOURN

The meeting was adjourned at 10:12 a.m.