

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES
AUGUST 21, 2025

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

Mr. DeLatte called the meeting to order at 9:01 a.m.

TAC Members Present:

Mr. Brian DeLatte, City of Portland, Chairperson
Mr. Jeff Pollack, Port of Corpus Christi, Vice Chairperson
Mr. Daniel McGinn, AICP City of Corpus Christi
Ms. Paula Sales-Evans, P.E. Texas Department of Transportation-Corpus Christi District
Mr. Tom Yardley, San Patricio County
Mr. Juan Pimentel, P.E. Nueces County
Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority
Ms. Mary Afuso, Coastal Bend Council of Governments

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 JULY 17, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC July 17, 2025, Regular Meeting minutes.

Mr. Pollack seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2045 Metropolitan Transportation Plan (MTP) Update Amendment 1

Mr. MacDonald presented this item.

The Corpus Christi MPO staff provided the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1 for review by the Technical Advisory Committee (TAC). The list of changes made to the fiscally constrained project list in the 2045 MTP Update as part of Amendment 1 were described. All projects and programs of the Corpus Christi RTA listed were amended into the FY 2025-2028 Transportation Improvement Program (TIP). These projects and programs must be listed in both the FY 2025-2028 TIP and 2045 MTP Update.

Additional technical corrections were made. Examples include:

- Removed the word "DRAFT" from some chapters
- Exhibits that had been obscured by other exhibits were fixed
- Corrected chapter, appendix, and exhibit identification

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend the TPC release the DRAFT 2045 MTP Update with Amendment 1 for a one-month public comment period.

Mr. Pimentel seconded; the motion passed unanimously.

B. Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD)

Mr. Casper presented this item.

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. The TAC received an earlier version of this document in the July Regular Meeting Agenda Packet. 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.

Prior Actions for Title VI, Environmental Justice, and the Limited English Proficiency Plan

The current Title VI policy was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018. These policies are unchanged; the Title VI complaint process is also found in the attachment. The Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, or national origin. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987. The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

Discussion:

Mr. Pollack expressed extreme discomfort with some of the edits to the plan, citing concerns that certain elements were removed for political rather than data-driven reasons. While acknowledging the importance of meeting milestones and understanding the political context, he stated he would vote "no" due to the tension between political imperatives and accurately presenting demographic and socioeconomic realities.

- Mr. Yardley shared similar concerns but indicated he would vote "yes," acknowledging the need to align with federal guidance. He noted that non-compliance could be detrimental.
- Mr. Casper clarified that the attached document is a tracked changes version and encouraged members to share any concerns so they can be included in the official comments.
- Mr. Pollack stated he would follow up and submit his suggested changes using track changes.

Mr. DeLatta requested that Craig review the schedule, noting that if the TAC votes to recommend release and the TPC approves, the document will go out for a one-month public comment period before returning for final policy approval.

- Mr. Casper confirmed the timeline, stating the document would be returned to the TAC in September and go to the TPC for approval in October. If significant public comments are received, the process could be extended by a month, though he noted this is unlikely to receive such significant comments based on past experiences.
- Mr. Pollack asked whether any edits such as reversing deletions or restoring original content would require another public comment period.
- Mr. Casper responded that if such edits were made, the TAC would recommend whether a re-release for public comment is necessary, but the final decision rests with TxDOT and the federal agency.

Ms. Afuso emphasized the board's role in actively engaging affected communities and encouraging their participation in the public comment process, noting the importance of serving and impacting the community even when addressing politically uncomfortable terms.

- Mr. Pollack agreed wholeheartedly with Ms. Afuso's comments but stressed that representing constituencies is a shared responsibility. He expressed concern about the politicization of data and representation, feeling uneasy about accepting the current approach without clearer boundaries.

Mr. DeLatte asked Mr. Pollack if some of the exhibits and maps that were removed were any of the specific items.

- Mr. Pollack referred to the table of contents to highlight deletions, noting that some removed items were straightforward demographic data and graphical representations reflecting the community's reality.

Motion:

Ms. Sales-Evans made a motion to recommend to TPC the release of the DRAFT 2025 PAD for a one-month public comment period.

Mr. Yardley seconded; the motion passed six to one.

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

Mr. Casper presented this item.

This month, the MPO is receiving comments from the public and from TAC members on the Corpus Christi MPO DRAFT 2025 Public Participation Plan (PPP). The PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. This PPP identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and updates to the FY 2025-2028 Transportation Improvement Program. This is an opportunity for TAC to provide comments or ask questions regarding any concerns. Any major changes to the TAC recommendation for future approval of the 2025 PPP can be made at this TAC meeting.

Discussion:

Mr. DeLatte clarified that the TPC released the document for a 45-day public comment period, with no comments received so far, and noted there are four weeks remaining to submit comments.

- Mr. MacDonald noted that an action item was added to allow for possible TAC-derived changes to be included in the 2025 PPP before approval by the TPC. He referenced Mr. Pollack's earlier comments and emphasized that the PPP can target the engagement all groups, including those previously missed, without restrictions.
- Mr. Pollack stated that the draft changes to the PPP were well-executed but expressed concern that incremental changes over time are moving the document further away from accurately reflecting the reality of the community.

Motion:

None.

5. INFORMATION ITEMS

A. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing

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 June 5, 2025 Joint TPC-TAC Workshop. This step is for the TAC to recommend to the TPC a DRAFT MPO Planning Area Boundary. The key component of the MPO Planning Area Boundary Change is the proposed boundary. The current version of the DRAFT MPA Boundary consists of:

- Current Corpus Christi MPO Metropolitan Planning Area (MPA) Boundary
- Areas added based on approved 2020 Census Adjusted (Smoothed) MPO Urban Area.

There are still some adjustments for the TAC to consider in recommending to the TPC the DRAFT MPO Planning Area Boundary and items for the TxDOT Boundary Change Packet. These are described briefly below and further in the policy options section below. This includes recent information from FTA and

CCRTA staff during a coordination meeting on August 8, 2025. Currently, the CCRTA and FTA staff are not able to provide specific guidance on whether or not the Corpus Christi MPO should include areas with federally funded transit services in the City of Robstown and Port Aransas in the new MPA Boundary. The TAC is being asked to consider the information and discuss their next steps in this process.

Additionally, the process will continue for a few months to complete the components of the TxDOT Boundary Change Checklist, specifically:

- Consideration of the federally supported CCRTA routes/stops in the Cities of Robstown and the Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary which include the 9 considerations for MPA Boundary Adjustments and CCRTA Routes and Stops within Robstown and Port Aransas.
- 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. Robstown City Council did not have the item on the agenda for their July 21 meeting. MPO staff continues to request a meeting of the city staff and Mayor to discuss the process. The next City Council Meeting was on August 20th.
- 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, City of Gregory or the City of Port Aransas join the MPO as voting members.

Discussion:

Ms. Alfaro stated that while FTA has not yet provided a formal recommendation, she is actively seeking guidance. Their partner agency is still conducting research to ensure accurate directions are given. RTA must wait for this guidance, which is estimated to arrive by mid-September due to current year-end priorities. Ms. Alfaro is attempting to expedite the process but has not yet received confirmation. She emphasized that this is a typical part of the process, and, given the current situation, she is not prepared to make a recommendation at this time.

Mr. DeLatte inquired about the timeframe for resolution.

- Mr. MacDonald stated that the ultimate timeframe is approximately December, 2026. While there is still over a year, he emphasized the importance of not letting the issue linger.
- Mr. DeLatte noted that, theoretically, they could wait until mid-September to receive guidance from the FTA and a recommendation from RTA regarding the boundary. He recalled that during the July TAC meeting, the plan was for TAC to vote on the boundary currently included in the TAC packet. If any members have different views, those should be discussed. He emphasized that as soon as guidance is received from FTA and RTA, the item should move forward promptly and not be allowed to linger.
- Mr. MacDonald stated that if he receives any additional information from Robstown, he will email it to the TAC members. He believes Robstown will likely decline joining the MPO, as they currently utilize TxDOT rural funds and would prefer not to compete for metropolitan funds.

Mr. DeLatte mentioned that the new request from Gregory to join the MPO needs to be discussed with the TPC members, as it was not addressed during the July meeting. Currently, the City of Gregory is represented by Commissioner Yardley on the TAC. If both the City of Gregory and Portland begin representing themselves individually, the committee must consider the implications and ensure representation remains proportionate.

- Mr. Yardley responded that he plans to meet with the City of Gregory's Mayor and the new City Administrator to inform them that he is available to represent them. He noted that he has

worked with their predecessors and intends to gather their input on Gregory's future plans and direction.

Mr. DeLatte informed the committee that if anyone is considering changing the boundary discussed during the July workshop meeting, now is the time to notify Mr. MacDonald.

Mr. Yardley mentioned that an item was raised in his Commissioner's Court regarding rural transportation. Based on the latest census, the Portland and Ingleside areas are no longer classified as rural and will no longer receive rural transportation services. While the MPO was mentioned during these discussions, Mr. Yardley clarified that the court's discussions on the MPO boundary did not include rural transportation. He believes the change in service is a result of the census data.

- Mr. MacDonald noted that it is interesting that the census classified Port Aransas, Ingleside, and Aransas Pass as an "urban area" rather than an "urbanized area," since their populations are not large enough to qualify as urbanized. He stated that if this classification affects rural transportation providers, that is new information. He added that the RTA has service providers who can fund rural transportation for trips that either begin or end in the metropolitan area. He suggested it may be necessary to discuss with TxDOT whether Ingleside or Aransas Pass should continue receiving rural funding.
- Mr. Yardley stated that rural transportation representatives came to Commissioners Court last Monday with information based on the census. To his knowledge, while there have been discussions about MPO boundaries, this change does not affect those boundaries and appears to be solely driven by census data. He emphasized the need to follow up with the rural providers to better understand what changes they are making and why.
- Mr. MacDonald responded that the RTA should be included in these discussions, as they are experts in rural transportation funding and have previously funded services in those areas. He recalled that about a year ago, there were discussions regarding those areas being adjacent to the census-defined urbanized area. At that time, there was consideration to bring them into the MPO boundaries, but the proposal was denied. He noted it is interesting that rural funding is now being impacted based on the area's designation by the census as urban.
- Mr. Yardley stated that the rural transportation providers indicated they can no longer provide service to the area. He will gather their contact information and forward it to Mr. MacDonald for further follow-up.
- Mr. MacDonald stated that he would like to include RTA, specifically Ms. Alfaro, in the meeting with the rural transportation providers to discuss the recent service changes and funding impacts.
- Ms. Alfaro added that she would also like to include TxDOT in the meeting, as the issue involves 5311 funding, which comes from TxDOT. She noted that TxDOT may be the source of the regulations concerning 5311 funding and its applicability to areas classified as urban. She suggested that having all parties in one room would be beneficial for a comprehensive discussion on the matter.

B. CMP Performance Measures, ITS, TSMO information

Mr. Casper presented this item.

The Corpus Christi MPO staff continues to gather system performance data for both the MPO Planning Area and the approved CMP corridors. This is Step 4, (Collect System Performance Data) of the FHWA-identified 8 Step process for CMPs. Step 5 is Analyze Congestion Problems and Locations of Needs. Step 6 is Identify and Evaluate Solutions by Location, and Step 7 is Program and Implement Projects. Step 8 is Evaluate Effectiveness of Projects.

Discussion:

Mr. Pollack asked what the feedback from the city was about Corpus Christi having the second worst functioning traffic signals in the nation, and expressed surprise at the reported statistics.

- Mr. Casper responded that, after speaking with Ernie, the Assistant City Manager for Public Works, he too was surprised by the figures.

Mr. Pollack questioned what the pathway to implementation looks like, noting that during his time with the organization, there were a few coordination projects focused on select corridors. He asked for clarification on the next steps or process for moving forward.

- Mr. Casper stated that to improve coordination, there is a need to enable communication at intersections using either fiber optic or cellular services. Currently, the signals operate on individual timers, and when they fall out of sync, it impacts traffic flow. If live communication is not established, a regular re-timing process approximately every six months is necessary, which requires significant manpower.
- Mr. Pollack asked Mr. McGinn if there had been any progress or movement on the issue of signal coordination and communication at intersections.
- Mr. McGinn responded that the topic was brought up during the recent budget meeting held the other night.
- Mr. Casper clarified that, after speaking with Ernie, it was confirmed the city does not have the funding to carry out the signal coordination project. While the MPO can be a source of operational funding, the city is currently unable to meet the local match requirement and is also short-staffed. He noted that, as mentioned in his memo, if the project qualifies as a safety improvement, TxDOT has the ability to use toll credits to replace the local match. Additionally, TxDOT can fund specific safety initiatives. One of the proven safety countermeasures identified by the Federal Highway Administration is the coordination and connection of traffic signals.
- Mr. MacDonald added that over the last several years, the City's Engineering Services Department has been working on installing conduit as part of roadway projects for future fiber optic connectivity. While efforts are underway to improve signal communication and connectivity, the system is not fully in place yet.

C. TREDIS Tool Overview

Mr. Casper introduced this item.

Mr. Brandon Irvine from EBP gave a PowerPoint presentation through Zoom on this item.

Discussion:

Ms. Sales-Evans expressed a need to better understand how the tool can be customized for their area and how it would be integrated into their existing processes.

- Mr. Irvine responded that the key aspect of customization is the use of proprietary, highly localized data—tracking 500 economic sectors individually within each county—which is included in the TREDIS license, provided by TxDOT. This localization allows for more accurate analysis. He noted that using TREDIS saves time by incorporating national data and Texas-specific wage values for time savings. The major effort involves explaining how the tool works and measuring time savings to balance against project costs. He asked if the brief presentation helped provide a better understanding of the tool.
- Ms. Sales-Evans clarified that her question was directed more toward MPO staff, seeking to understand how they plan to customize and utilize the tool within their specific planning processes.
- Mr. MacDonald responded from the MPO staff perspective, stating that TxDOT already uses TREDIS to help evaluate the economic aspects of projects. The MPO's plan is to first develop and implement the tool, then apply it to evaluate existing long-range transportation projects. Based on those results, staff and TAC will assess how it can support future project selection. He emphasized that while TREDIS will be one component of the evaluation process, it will not be the sole factor similar to how TxDOT and other districts currently use the TREDIS tool as part of a broader project evaluation approach.

- Ms. Sales-Evans stated that she needs to do further research on this item. She acknowledged that while TxDOT provides the TREDIS license, the intent is to customize it to better reflect local conditions and focus on regional priorities. She added that the data within the tool can be used to run a variety of internal scenarios tailored to their needs.
- Mr. Casper stated that when analyzing projects, it's important to identify which ones offer the most cost-effective and efficient use of federal funds. In addition to financial considerations, factors such as safety specifically saving lives or reducing crashes are also key and are incorporated into the TREDIS tool's evaluation framework.

Mr. McGinn commented that he sees the added value of the TREDIS tool. He noted that while the region's population is projected to remain flat over the next 20 to 30 years, the city's geographic footprint and infrastructure such as roads and highways continue to expand. He believes the tool will support better decision-making by evaluating the value of extending infrastructure to fringe areas versus investing in improvements to existing corridors to promote internal development and investment.

Mr. Pollack asked for clarification on how the TREDIS tool addresses the challenge of monetizing the benefits of transportation improvements. He noted that there are many ways to quantify savings and time, making it difficult to compare projects consistently, especially when relying solely on dollar values, which can make net benefits appear subjective. If the tool is intended to be applying the projects retroactively to the current list it produces a similar prioritization and to better understand how it informs decision-making.

- Mr. Casper agreed with Mr. Pollack's comments and added that benefit-cost analysis is a widely accepted methodology and is often a required component for federal grant applications.

D. Safe System Plan Update

Mr. Casper introduced this item.

Mr. Yousef Dana from High Street gave a PowerPoint presentation through Zoom on this item.

Discussion:

Ms. Sales-Evans raised a concern about the ongoing challenge of securing participation in various taskforces and workshops. Despite outreach efforts, engagement remains low, and many stakeholders do not recognize the importance of their involvement. As the MPO prepares to launch the Safety Task Force, she asked what the strategy will be to ensure meaningful participation and engagement from the right individuals and organizations.

- Mr. Dana responded that the strategy to improve participation will involve offering multiple options. This includes providing a survey for initial input, the option to join the kickoff meeting virtually, and opportunities for involvement in upcoming workshops.
- Mr. MacDonald added that during the Regional Safety Action Plan, the initial meeting had a strong turnout, particularly from law enforcement, that was held at the TxDOT CRP District headquarters. For the new Safety Taskforce, outreach efforts will involve partners helping to engage their respective teams to cover education, engineering, and enforcement components for sustained participation. He acknowledged that participation in the previous safety plan meetings waned over time, so this time they plan to include a virtual participation option to encourage ongoing involvement from partner agencies.
- Ms. Sales-Evans agreed that law enforcement is an important participant but emphasized the need to also include representatives from the fire department, hospitals, paramedics, and schools. She pointed out that while the right organizations might be targeted, it's crucial to engage the correct individuals within those entities. Additionally, she noted that outreach efforts should consider building access and any related logistics to ensure effective participation.

E. 2050 MTP Update

Mr. MacDonald reminded TAC of their request during the last meeting to have a standing agenda item for updates on the two year process to develop the 2050 MTP. This item will also be used for reporting public outreach interactions that MPO staff has performed.

Discussion:

None.

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

Mr. Pollack announced that the Port of Corpus Christi received \$1 million from TCEQ to evaluate and ideally deploy a pilot solution to manage congestion on Joe Fulton at the ADM Daniel Midland’s grain facility/terminal, where during grain harvest season, truck backups are a significant issue. The Port plans to issue an RFP to hire a consultant to assist with truck scheduling and traffic management improvements.

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	September 4, 2025
B. Technical Advisory Committee:	Regular Meeting	September 18, 2025
C. Transportation Policy Committee:	Regular Meeting	October 2, 2025

8. ADJOURN

The meeting was adjourned at 10:19 a.m.