

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

**October 16, 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, PE, City of Portland, Chairperson  
Mr. Daniel McGinn, AICP, City of Corpus Christi  
Commissioner Tom Yardley, San Patricio County  
Mr. Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority

MPO Staff Present:

Rob MacDonald, P.E., Jafet Flores, Harry Horak, Victor Mendieta, and Carissa Tamez

**2. NON-AGENDA ITEMS PUBLIC COMMENTS**

None were made or offered.

**3. APPROVAL OF THE TAC SEPTEMBER 18, 2025, REGULAR MEETING MINUTES**

Mr. Yardley made a motion to approve the TAC September 18, 2025, Regular Meeting minutes.  
Mr. McGinn seconded; the motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY PROPOSED FARE STRUCTURE**

Mr. Robert Saldaña presented this item.

The current fare structure adjustment was last changed in 2006, when it went from \$0.50 to \$0.75 cents. Due to the downward trend of the CCRTA's current fare recovery ratio, the authority is currently proposing a new fare structure. The review process included a Title VI Fare Equity Analysis to ensure there is not a disproportionate impact on minorities. When reviewing the fare structure, the Corpus Christi Regional Transportation Authority (CCRTA) keeps three (3) objectives in mind:

1. Maintain affordability for low-income populations
2. Encourage farebox recovery in keeping with revenue goals and peer agency practices
3. Encourage ridership growth and minimize loss

**Discussion:**

Mr. Yardley inquired about the survey results, specifically asking what data was collected. He expressed concern that most riders would likely be unhappy with a fare increase.

- Mr. Saldaña reported that 1,000 surveys were collected, with 78% of respondents understanding the need for a fare increase, the first in nearly 20 years. He noted strong public confidence that increased fares would support service and amenity improvements. In recent years, the agency has added more shelters, trash cans, and bus stop enhancements. He emphasized that the fare adjustment would help manage ongoing operational costs and maintain these upgrades.
- Mr. Yardley noted that, based on the presentation, fares appear lower than those in similar-sized communities across Texas. He questioned whether, even with the proposed fare increase, the system would generate enough per rider given the subsidies and discounted rates to address the agency's financial underperformance. He asked if the planned fare increases over the coming years would be sufficient to achieve financial stability.

- Mr. Saldaña responded that the financial impact of the fare adjustment remains to be seen. He explained that fare increases typically result in a temporary decline in ridership for about six to seven months. The goal is to reach a 10% farebox recovery ratio. While recent increases in sales tax revenue have helped, operational expenses have grown at twice the rate of sales tax revenue over the past decade, making long-term sustainability a challenge.

Mr. DeLatte questioned the fare recovery ratio, currently at 2.4%, and asked what the expected recovery rate would be in the first year after the increase compared to projections for 16 to 20 years from now.

- Mr. Saldaña responded that fare recovery depends largely on ridership demographics. Currently, many riders—such as Pre-K through 12th graders, seniors over 65, and contracted groups like Del Mar and TAMU students—ride for free or at reduced rates. The recovery ratio will improve if there is growth among “choice riders” (those who have cars but choose to ride the bus), as they typically pay full fare. Continued reliance on subsidized riders affects the overall recovery ratio.
- Mr. DeLatte asked what the target fare recovery percentage is.
- Mr. Saldaña responded that a 10% fair recovery ratio is the target.

Mr. McGinn asked Mr. MacDonald if it is standard practice for all MPOs nationwide to have input or weigh in on transit agency fare rates, noting that this process is new for their agency.

- Mr. MacDonald explained that while it is common practice in other Texas regions for MPOs to have input on transit fare rates, this is a new requirement for their RTA due to recent change in state law. The law, updated in the last legislative session, now requires MPO approval or disapproval of fare increases for RTAs with certain populations. Other metro areas like Fort Worth, Austin, and El Paso have followed this process. Although the RTA board has approved the increase in the fares, the MPO has the authority to veto the fare increase. This is the first time the RTA and MPO are using this procedure.

**Motion:**

Mr. Robinson made a motion to recommend that the TPC review and approve the new proposed fare structure.

Mr. McGinn seconded; the motion passed unanimously.

**5. INFORMATION ITEMS**

Mr. MacDonald introduced Jafet Flores, the MPO’s new Transportation Planner.

**A. 2050 MTP Updates**

Mr. MacDonald presented this item.

Mr. MacDonald provided an update on the development of the 2050 MTP, which will involve significant public outreach. The MPO issued a press release and conducted media interviews to introduce the process. Public meetings are scheduled for October 21st at the Del Mar College Center for Economic Development and 23rd at the Deaf & Hard of Hearing Center, both from 4:00 PM to 7:00 PM, and the MPO will present to the Nueces County Commissioners’ Court on October 22<sup>nd</sup>. The goal is to have the entire plan adopted by February 2027, with updates and changes made as needed.

**Discussion:**

None.

**B. Corpus Christi MPO Federal Certification Review**

Mr. MacDonald presented this item.

Mr. MacDonald discussed the federal certification review process, which occurs every four years for mid-sized MPOs known as TMAs. The MPO received a letter of approval in 2025 for the last review completed in October 2021. The next Federal Certification Review is expected to be conducted by the FHWA/FTA team in November 2025. Federal partners will initially conduct a desk audit and schedule a formal public meeting, interview TPC members and meet with MPO staff. The certification review is an opportunity for the MPO to ensure that its processes and procedures are up to date and meet federal standards.

**Discussion:**

None.

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

Mr. Robinson shared that the CCRTA will provide shuttle services for citizens attending the Jazz Festival this weekend. Additionally, they will be operating daytime and nighttime routes for Texas A&M.

**7. UPCOMING MEETINGS/EVENTS**

A. 2050 MTP Meetings	Public Meeting	October 21 and 23, 2025
B. Transportation Policy Committee	Regular Meeting	November 6, 2025
C. Regional Traffic Safety Taskforce	Regular Meeting	November 12, 2025
D. Federal Certification Review	Public Meetings	November 18-19, 2025
E. Technical Advisory Committee	Regular Meeting	November 20, 2025

**8. ADJOURN**

The meeting was adjourned at 9:30 a.m.