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

January 15, 2026

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
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., Jafet Flores, Harry Horak, Victor Mendieta, and Carissa Tamez

2. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

Mr. Pollack made a motion to nominate Mr. DeLatte as Chairperson.
Mr. Yardley seconded; the motion was passed unanimously.

Mr. Yardley made a motion to nominate Mr. Pollack as Vice Chairperson.
Mr. Pimentel seconded; the motion was passed unanimously.

3. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

4. APPROVAL OF THE TAC November 20, 2025 REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC November 20, 2025 Regular Meeting minutes.
Ms. Alfaro seconded; the motion passed unanimously.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 TIP with Amendment 3

Mr. Flores presented this item.

The Corpus Christi MPO staff developed the DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3 for review by the TAC and TPC. The proposed changes to the DRAFT FY 2025-2028 TIP as part of Amendment 3 is consistent with the proposed DRAFT 2045 MTP Update with Amendment 2.

Discussion:

Mr. Pollack stated that he did not recall a historical practice of including RTA capital projects, particularly those not explicitly related to transportation infrastructure, and questioned whether there has been a standard practice that has not been honored.

- Mr. MacDonald responded that staff has the ability to group all transit projects, including bike and pedestrian projects. He noted that since his tenure, the approach has been to present all projects transparently. Given the limited number of RTA project pages, staff chose to display them

prominently rather than placing them in an appendix, ensuring the information is front and center and easily accessible.

- Mr. Pollack emphasized the need for clear outward-facing communication to ensure there is no perception that capital or transit projects are competing with local transportation projects for MPO category funds. He noted that while this is not the case, presenting different project types together in a transportation plan could cause confusion. He stressed the importance of clearly explaining funding sources to avoid misinterpretation and potential public backlash regarding transit and infrastructure investments.
- Mr. MacDonald agreed that it is important to avoid any public perception that funds could be flexed or redirected for other uses.
- Mr. Pollack suggested organizing and presenting the information in a way that ensures clarity.
- Mr. MacDonald responded that staff would add language in that section of the TIP document to clarify that these are allocations, as the transit program recipients are funded through federal programs
- Mr. Pollack sought clarification that these funds cannot be used for other projects and emphasized that there is no opportunity cost associated. Mr. MacDonald agreed.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC release the DRAFT FY 2025-2028 TIP with Amendment 3, through Resolution 26-02 for a one-month public comment period.

Mr. Pollack seconded; the motion passed unanimously.

Mr. MacDonald noted that after reviewing the entire TIP document, a typo was found that shifted all transit projects by one row in the table. He explained that the changes are visible in the track changes version, which is currently available only to the committee. The public will see the document after TPC release. He reminded members that any questions or comments should be sent via email to him or Jafet.

B. DRAFT 2045 MTP Update with Amendment 2

Mr. Flores presented this item.

The Corpus Christi MPO staff developed the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 2 for review by the Technical Advisory Committee (TAC) and TPC. The proposed changes to the 2045 MTP Update as part of Amendment 2 is consistent with the proposed DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3.

Discussion:

Mr. MacDonald added that for TAC consideration of the motion, the same set of projects will appear verbatim in both the TIP and MTP. The documents include attachments with all chapters and appendices. Most changes are in headers and footers marked "DRAFT," with additional changes highlighted in the cover memo.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC release the DRAFT 2045 MTP Update with Amendment 2, through Resolution 26-02 for a one-month public comment period.

Mr. Yardley seconded, and the motion passed unanimously.

C. DRAFT 2050 MTP Population and Employment Control Totals

Mr. MacDonald presented this item.

The Corpus Christi MPO staff is seeking to update the DRAFT 2050 Control Totals for Population and Employment that are input into the Small Area Forecast for the forecast year of 2050. The Corpus

Christi MPO Transportation Policy Committee previously adopted the control totals for both population and employment during their action in January 2025.

The future level and allocation of population and jobs are vital components of transportation planning and a critical initial step in developing and analyzing the performance of projects desired for inclusion into the DRAFT 2050 MTP.

The Texas Demographic Center (TDC) released new Texas County Population Projections (2020-2060) in September 2025. They released three migration scenarios:

- **Low Migration Scenario:** Assumes a lower migration scenario than the average pattern in the past two decades. Recommended for use when migration levels are low.
- **Mid Migration Scenario:** Assumes the US and Texas migration patterns remain similar to the past two decades. Recommended for most purposes.
- **High Migration Scenario:** Assumes a higher migration scenario than the average patterns in the past two decades. Recommended for use when immigration levels are high.

Discussion:

Ms. Sales-Evans clarified that the term “migration” in the presented totals and scenarios refers to population movement in and out of the counties, not the internal redistribution between TAZs within the counties. She emphasized the importance of understanding these population shifts as a key factor in making a recommendation to the TPC and ensuring clarity about the next steps.

- Mr. MacDonald agreed with Ms. Sales-Evans on the clarity of the message regarding population data. The state demographer provides information only at the county level and does not break it down within counties. More detailed analyses, such as city-level projections, are typically handled by MPOs, cities, and other local entities. The Texas Water Development Board also relies on state demographer data for county-level information and conducts additional analyses to project water needs for cities. MPOs can analyze growth at finer levels, such as TAZs, to track city-specific development, but the official numbers provided remain at the county level.

Mr. DeLatta noted that the highlighted figures fall within the acceptable range, though some MPOs may select higher estimates if they can justify them. Questions were raised about whether determining mid- and high-range migration is based on objective criteria or is subjective, and whether any guidance on this is provided by the state demographer or TxDOT.

- Mr. MacDonald explained that the cover memo outlines the low, mid, and high migration scenarios. The mid-range scenario reflects migration patterns over the past two decades, smoothing out unusual large influxes of people into Texas as anomalies. The high migration scenario may be used if an MPO or county believes local migration has exceeded historical trends, particularly in rapidly growing metro areas, while many rural areas have seen population declines. The choice of scenario is based on local conditions, and TAC can indicate if they believe migration will be higher than typical patterns.

Mr. DeLatta stated that the population projections can seem subjective rather than objective. He pointed out that Nueces County is projected to grow by only 1,300 people over 30 years, which appears low, but there is no objective data to support that assessment. He raised the question of what measures or criteria should be used to determine whether a migration scenario falls into the mid or high range.

- Mr. Pollack noted that he did not view the projection as particularly low. He mentioned that a shipbuilding project could add roughly 5,000 jobs, but this would not significantly change population trends. He also observed that Nueces County’s population has remained relatively flat over the past couple of decades.

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- Mr. Yardley noted that there has been a significant change in the projections since last year, with the estimate dropping from 18,000 to 1,300. He emphasized that whatever parameters are being used, clearly something has shifted to impact the numbers.
 - Mr. MacDonald explained that the state demographer prepares projections for the entire state, considering migration, births, deaths, and both out-of-state and international moves. While they run a detailed analysis, they also accept data from counties and MPOs if there is evidence to support faster local growth. However, he noted that the state demographers rarely change their official numbers.

Mr. Yardley expressed curiosity about the factors that contributed to the substantial change in Nueces County's growth projections. He also questioned what parameters the state demographer is using to determine the population projections.

- Mr. DeLatte added that, conversely, San Patricio County was projected to grow by 5,900 a year ago, but the current projection has increased to 10,000.
- Mr. MacDonald explained that the projections are based on the state demographer's methodology, which was provided as an attachment. He noted that the demographer has met with the TAC three times to explain their analysis. Mr. MacDonald also added migration from out-of-country or out-of-state has declined over the past five years and is no longer the primary driver of population increases. He also noted that if the high migration scenarios are recommended today, those numbers will be used for the Small Area Forecast. During that time, we can seek clarification from the state demographer on why the projections have changed so significantly.

Mr. Yardley stated that he was simply curious about what is driving the change in population projections. He also noted that even if the high migration numbers are used today, they are still lower than last year's projections, when the mid-range numbers had been selected.

- Mr. MacDonald explained that the previous migration assumptions, and the general recommendation is to use the midpoint unless there is specific information to justify otherwise. He noted that some counties experience shifts in migration due to factors such as job losses, while metro areas continue to grow; however, this trend has not applied to Nueces County. These projections are based on a 20-year trend line.

Ms. Sales-Evans noted that historically CCAD was a major employer in the area, and since its reduced workforce, population and employment numbers have declined, negatively affecting growth. She also questioned whether water availability is influencing the population projections for 2050 and whether factors such as water supply, industry, and employment are being considered as drivers impacting future growth estimates.

Mr. Pollack stated that these factors have a chilling effect on the global site selection experience.

- Mr. Yardley agreed with the concern and noted that, based on his experience serving on two boards, he does not see any new large-scale industry coming anytime soon to the area without identifying alternative water sources. He added that this factor has not been accounted for in future growth projections.

Mr. Pollack stated that the message conveyed about the region could change within a three- to five-year timeframe as solutions are identified. He noted that current perceptions have a chilling effect on how the region is viewed, but he found it difficult to believe that this has already influenced the state demographer's projections at this time.

- Mr. MacDonald stated that this information will be brought back to the TAC during task force discussions on suballocation, as it helps to inform the current population estimates. He noted that area development plans through 2040, including the City of Corpus Christi's adopted demographic plan—which projects growth at roughly twice the regional rate—will be

considered. This information will help TAC determine the population allocation it is comfortable with, ensuring forecasts align with federal review requirements and TxDOT data standards. He emphasized that while some MPOs project very high population growth, such projections must be supported by adequate infrastructure, including water, electricity, and schools. The task force will review all available data when selecting midpoint or high-range population scenarios, which are backed by the state demographer and used consistently across the state.

Mr. McGinn noted that the projections from three years ago were similar in outcome but based on a different methodology, reflecting lower birthrates, higher death rates, and reduced job counts. From the city's perspective, he did not believe the current numbers are incorrect. He also observed that within CCISD, population shifts occurred about ten years ago with the creation of Veterans High School in the southeast part of the district, driven by limited development policies, which led to underutilized schools in other neighborhoods. Mr. McGinn added that a housing study is underway to examine population shifts within the city related to housing, with results expected in six to nine months.

Mr. MacDonald stated that school districts and retail development tend to follow rooftops, reflecting shifts in residential growth patterns.

Mr. Yardley questioned what the long-term ramifications of these populations and migration trends may be.

- Mr. MacDonald responded that population changes generate traffic and transportation demand, directly affecting new growth areas. He emphasized the importance of understanding where growth is occurring, the scale of that growth, and the factors driving it.

Ms. Sales-Evans raised concerns regarding the travel demand model, specifically how population and trip numbers are allocated. She noted that the model does not fully capture the impact of tourism, short-term visitors, and the high number of rooftops on the island, which contribute significantly to transportation demand. She questioned whether the MPO travel demand model scenarios could incorporate these factors after initial modeling, acknowledging that the state's approach relies on more traditional methods. She emphasized the challenge of accounting for the additional influx of visitors and sought clarification on how this demand can be better reflected in planning.

- Mr. MacDonald responded that multiple tools are available to evaluate and test scenarios. He explained that the Small Area Forecast (SAF) can model base conditions for anticipated population and employment locations through 2050 and identify resulting transportation demand. The SAF allows projections 15 to 20 years into the future and represents the best estimates of future population and employment. He added that various scenarios can be tested using the travel demand model.

Mr. Yardley questioned whether adopting higher demand projections would be more appropriate, stating they could be justified and would help avoid underestimating future transportation needs. He warned that using mid-range projections could place the region behind demand growth, making it difficult to catch up if actual traffic exceeds estimates.

- Mr. MacDonald agreed with Mr. Yardley, noting that selecting high-growth estimates would be justifiable based on local conditions and that the TAC could recommend using a high-growth scenario. He explained that this approach raises additional considerations regarding allocation and varying travel demand patterns. He added that while local news and elected officials emphasize rapid growth, the state demographer projects slower overall growth and does not provide details on where internal growth within the county will occur, as projections are presented only at the county level.

Motion:

Mr. Pollack made a motion to recommend the TPC approve the new DRAFT 2050 Population and Employment Control Totals with highlighted yellow mid growth projections.

Mr. Yardley seconded, and the motion passed unanimously.

D. DRAFT 2050 MTP Chapters and Appendices

Mr. MacDonald presented this item.

The Corpus Christi MPO staff has begun development of the Chapters and Appendices of the DRAFT 2050 Metropolitan Transportation Plan (2050 MTP). The current list are the chapters and appendices that are ready for review by the Technical Advisory Committee (TAC), our partner agencies, and the public. We are providing the TAC with the listed set of chapters and appendices for review, discussion, and actions. The information in the DRAFT 2050 MTP Chapters and Appendices are the collection of data and analysis required under the federal planning laws and regulations. This information is a collection of existing information that was available on the TxDOT and local governments websites and are being collected, organized, and analyzed into the MPO long-range planning document. Once the TAC recommends and the TPC approves the documents for release for use in the DRAFT 2050 MTP development and public process, we will make all the documents available on our website. The Corpus Christi MPO's Social Pinpoint public outreach website for the DRAFT 2050 MTP will be updated with draft Chapters and Appendices as they become available.

Discussion:

None.

Motion:

Mr. Yardley made a motion to recommend the TPC approve the available listed DRAFT 2050 MTP chapters and appendices for use in the DRAFT 2050 MTP development and public outreach processes.

Mr. McGinn seconded, and the motion passed unanimously.

6. INFORMATION ITEMS

A. Corpus Christi MPO Boundary Change Process

Mr. MacDonald presented this item.

The Corpus Christi MPO Planning Area Boundary Change process has been ongoing for about two years, most recently discussed by the TAC at the July 2025 Regular Meeting. The goal is for the TAC to discuss the various components of a proposed boundary and eventually recommend to the TPC a DRAFT MPO Planning Area Boundary Change to be part of a future Boundary Change Package required by TxDOT.

Discussion:

Ms. Sales-Evans, as part of the discussion and thought process prior to any action item, and citing her participation in FHWA and FTA meetings, questioned the respective roles of the MPO and RTA in decision-making. She noted that the decision appears to rest with the MPO, while the RTA's role remains unclear. She pointed out that large portions of Nueces and San Patricio Counties fall outside the MPO boundary, with TxDOT responsible for much of those areas, and questioned whether port infrastructure exists outside the MPO boundary. She emphasized that unless the RTA actively pushes to include those areas within the MPO boundary, it would be unable to program and plan its services there.

- Mr. MacDonald noted that MPO staff are bringing issues forward to understanding current perspectives on the City of Gregory and transit service areas, without definitive statements. The boundary change is likely to be returned as an action item next month. Transit service areas remain the main concern, as federal partners have discussed it multiple times but offered no recommendations, stating it is up to the MPO and Governor to decide. At the last meeting,

federal partners indicated the transit agency, being part of the MPO, may provide input, particularly regarding the RTA service areas.

Ms. Alfaro stated, on record, that the RTA will not provide a formal recommendation. Also, according to the CCRTA CEO, the proposed boundaries will not impact existing transit services, which will continue as usual.

Mr. DeLatte inquired whether the committee is ready to adopt the boundary change that was initially considered for summer 2025.

Mr. Pollack raised questions about water boundary issues, specifically why the southern county boundary is being crossed into the water and why the entire ship channel around Port Aransas was not included. He will outline his questions and send them to MPO staff. He raised another question about whether rationalizing the water boundary requires using the entire city boundary.

- Ms. Sales-Evans noted that one topic for discussion is that the regional parkway and the water boundary could potentially accommodate the proposed boundary changes.
- Mr. Pollack clarified to Ms. Sales-Evans that using the regional parkway boundary would extend the boundary further south rather than clipping it to the north, since the parkway is not entirely included. He noted that the current water boundary cuts through the middle of the ship channel between Ingleside and Port Aransas and expressed the need to adjust it to incorporate the entire ship channel.
- Mr. DeLatte requested that MPO staff include waterside boundary revisions on the agenda.
- Mr. Pollack asked whether the regional parkway consideration should also include capturing some of the barrier islands south of the county line where the parkway would land.
- Ms. Sales-Evans noted that extending the boundary south to the islands is not the issue. The area of concern is the southside between Chapman Ranch and Laguna Madre, which would not accommodate at least one of the options. She emphasized that boundary adjustments are not solely to accommodate a project but should also make sense for other planning considerations.
- Mr. Pollack noted that the project reflects growth pressures and the need to accommodate future demographic distribution, rather than the project itself driving the boundary changes.
- Mr. MacDonald noted that MPO staff will look at fine tuning the boundary to include water revisions.

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

- Ms. Sales-Evans introduced Eric Martinez as the new TxDOT Area Engineer. Mr. Martinez will oversee all construction projects, maintenance, and TxDOT related matters in the Corpus Christi District.
- Mr. DeLatte reported that the FM 893 project is beginning construction on Tuesday, January 20, 2026. He thanked the MPO for supporting the project.
- Mr. McGinn announced that he will be retiring from the City of Corpus Christi at the end of the month, and Jason Alvarez will be his replacement on the MPO committee, and he is currently the Assistant Director of the Public Works Department.
- Mr. Pollack is applying for 2 grants due at the end of February:
 - The BUILD program grant is for the inland port campus, focusing on rail components and multimodal rail yard development, which is about 2,000 acres and located outside of Robstown.
 - The Port infrastructure development program grant is for digital infrastructure, specifically for creating a second digital twin model focused on land use and planning for commercial applications and asset management.

8. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	February 5, 2026
B. Technical Advisory Committee:	Regular Meeting	February 19, 2026

9. ADJOURN

The meeting was adjourned at 10:13 a.m.