



## **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

**Thursday, October 15, 2020 - 9:00 a.m.**

**Location:** Corpus Christi Regional Transportation Authority (CCRTA) Building  
602 N. Staples Street, Suite 210, Corpus Christi, TX 78401

- 1. Call to Order, Roll Call, and Quorum Determination**
- 2. Public Comments for Items Not on the Agenda:**

**THE CORPUS CHRISTI MPO WELCOMES THE PUBLIC FOR THE MEETING. INDIVIDUALS ATTENDING THE MEETING ARE REQUIRED TO WEAR FACIAL COVERINGS PER GOVERNOR ABBOTT'S STATE MANDATE AND SOCIAL DISTANCING IS ENCOURAGED. FACIAL COVERINGS ARE AVAILABLE AT THE MEETING.**

This agenda item is an opportunity for public comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation).

Public Comments may also be provided in writing, limited to 1,000 characters, by emailing [ccmpo@cctxmpo.us](mailto:ccmpo@cctxmpo.us) or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.

- 3. APPROVAL OF THE AUGUST 20, 2020 TAC REGULAR MEETING MINUTES ☒**
- 4. DISCUSSION AND POSSIBLE ACTION ITEM**

- A. Process Debrief for the 2045 MTP, FY 2021-2024 TIP and CMP ☒**

Action: Review, Discuss and Recommend to the Transportation Policy Committee

- 5. REGIONAL FREIGHT TOPIC**

- A. Autonomous Freight: Trucking Services ☒**

- 6. Member Agency Statements for Items of Community Interest: Upcoming events, holidays, or acknowledgements.**

- 7. Upcoming Meetings:**

<b>A. Transportation Policy Committee:</b>	<b>Regular Meeting:</b>	<b>November 5, 2020</b>
<b>B. Technical Advisory Committee:</b>	<b>Regular Meeting:</b>	<b>November 19, 2020</b>

- 8. Adjourn**

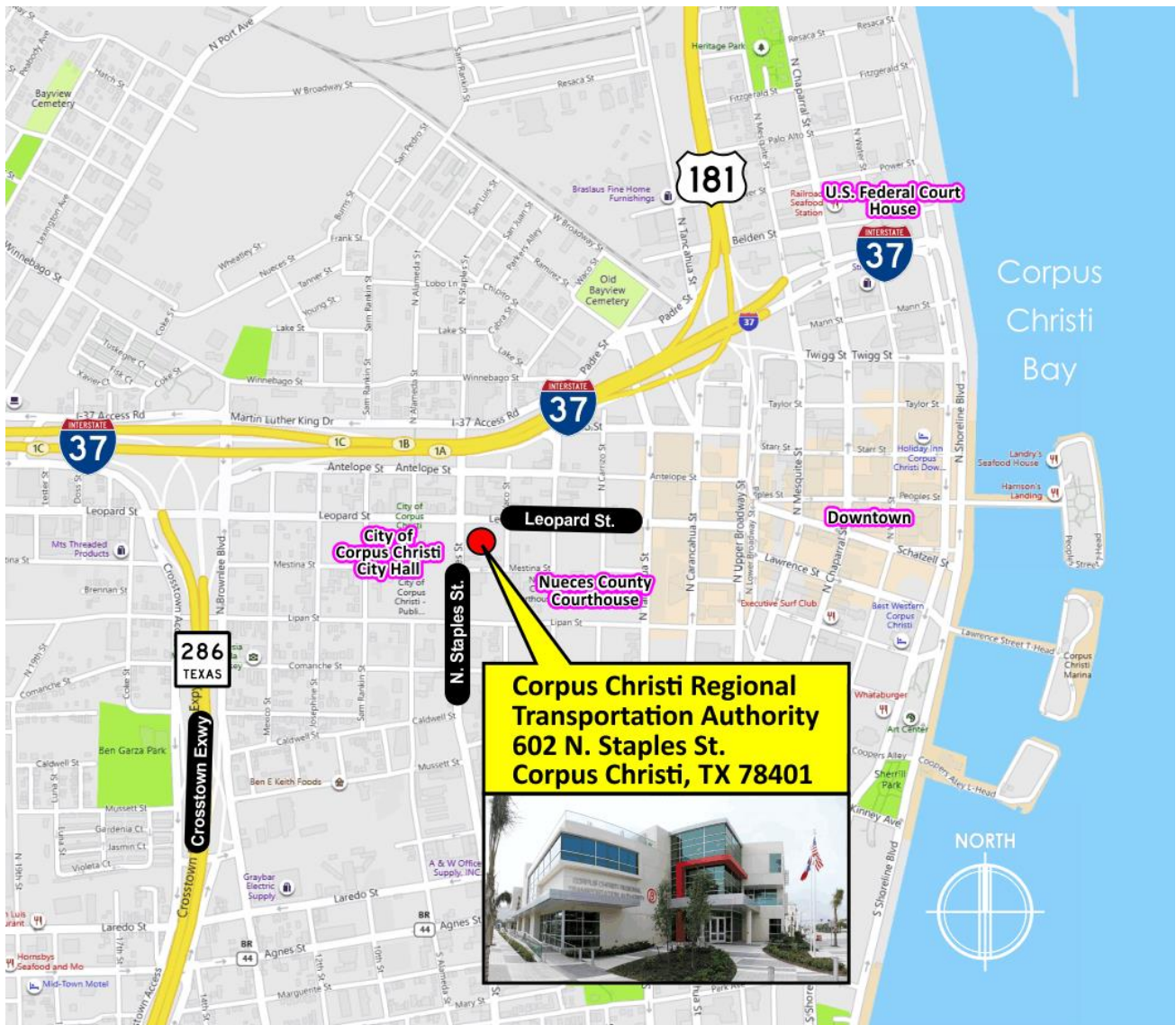
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☒ - Indicates attachment(s) for the agenda item.

## PUBLIC MEETING NOTIFICATION

All MPO Committee meetings are public meetings and open to the public. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

### MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES**  
**Thursday, August 20, 2020**

**1. Call to Order, Roll Call, and Quorum Determination**

Mr. Brian DeLatte called the meeting to order at 9:00 A.M.

TAC Members Present:

Brian DeLatte, P.E. City of Portland  
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District  
Sarah Munoz, P.E., City of Corpus Christi  
Jeff Pollack, AICP, Port of Corpus Christi Authority  
Howard Gillespie, San Patricio County  
Juan Pimentel, P.E., Nueces County

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP; Daniel Carrizales, Victor Mendieta; and Yoshiko Boulan

**2. Public Comments for Items not on the Agenda**

Public Comments opportunities were given via e-mail, phone, and mail until August 20, 2020 9:05 A.M. due to COVID-19; none were offered.

**3. Approval of June 18, 2020 TAC Meeting Minutes.**

Mr. Pollack made a motion to approve the June 18, 2020 TAC Meeting Minutes. Ms. Sales-Evans seconded; motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION**

**A. DRAFT FY 2021-FY 2022 Unified Planning Work Program (UPWP)**

The Corpus Christi MPO staff presented the DRAFT FY 2021-2022 Unified Planning Work Program (UPWP) to the TAC for review, comment, and recommendation to the Transportation Policy Committee (TPC) for approval at the September 3, TPC Regular meeting.

The DRAFT FY 2021-FY 2022 UPWP was presented as an information only item in June TAC meeting. The UPWP is a single document that contains all local, regional, and state transportation planning activities in the MPO planning area, and the scope of work expected to be carried out by the Corpus Christi MPO for the next two years. Mr. Casper informed the TAC that based on the TxDOT Transportation Planning & Programming (TPP) Division's formatting suggestion, the Corpus Christi MPO removed Task 6.0 Direct Expenses and added subtask 1.9 as Direct Expenses for transparency purposes. Other than this change, there was no significant changes made in the previous DRAFT FY 2021-FY 2022 UPWP.

The expected budget is approximately \$2.5 million due to the rollover fund from past years. The Corpus Christi MPO is planning to work on performance-based planning by collecting data and building models for the next long-range plan, 2050 Metropolitan Transportation Plan (MTP).

The following comments and questions were submitted by the TAC on the DRAFT FY 2021-FY 2022 UPWP and discussed:

- Air Quality should be included in the Section I-E: Planning Issues and Emphasis

Mr. Casper explained that the Corpus Christi MPO region has been attaining the federally required air quality levels and keeping ozone concentration level much lower than National Ambient Air Quality Standards for the last 3 years.

Mr. MacDonald asked if the air quality emphasis should be considered in addition to the Federal requirements or something more the Corpus Christi MPO needs study. Since the area has been keeping the attainment status for years and the recent ozone concentration level is considerably lower than the required standards, it is difficult to justify spending additional PL funds for additional air quality issues.

TAC members suggested that the MPO continue the current on-going regional collaboration efforts to keep the attained air quality status. These efforts should be acknowledged and mentioned in the UPWP.

Mr. MacDonald and Mr. Casper assured that the Corpus Christi MPO's efforts to maintain the air quality attainment status are stated in the other sections in the DRAFT FY 2021-FY 2022 UPWP. The collection of air quality-related language will be presented to TAC after the meeting, and the connection to the Coastal Bend Air Quality Partnership's efforts will be added to the Section VIII: Partner Agency Planning Study Coordination.

- Which of the 11 bullet points listed in Section I-E: Planning Issues and Emphasis on page 7 and 8 are federal requirements?

The 11 listed bullet points are all federal requirements from SAFETEA-LU and FAST Act.

- The 6 principles listed on page 8 appear to be continuing, on-going priorities in the region, so can an explanation and background information on these principles be provided?

These 6 principles were adopted by US Department of Transportation, US Department of Housing and Urban Development, and US Environmental Protection Agency as policies for transportation planning process.

- These planning issues, requirements, and principles should be linked to the Corpus Christi MPO's planning activities – how are these principles embodied in the actual work?

The Section E: Planning Issues and Emphasis is for the introduction of federal requirements and policies governing the MPO's planning activities and process; the expected planning activities are described under each subtask in detail. For Example, "Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban." This policy can be addressed as one of the criteria for the project selection process. Another example is addressing "Target federal funding toward existing communities through transit-oriented and land recycling to revitalize communities" by focusing on the existing community improvements rather than focusing on the newly developed subdivisions. The DRAFT FY 2021-FY 2022 UPWP is a documentation of the Corpus Christi MPO's budget and expected products of planning activities in the next two years. Typically, the UPWP does not specifically articulate how each task is linked to the federal requirements and policies. However, the Corpus Christi MPO's planning activities will be based on these requirements and policies and discussed in detail during TAC and TPC meetings as well as additional workshops.

- There are 3 agreements listed under F: CORPUS CHRISTI MPO AGREEMENTS. Are there other agreements that should be included in this section?

These 3 agreements are federally required Metropolitan Planning Process agreements and should be included in the UPWP.

- The 2019-2020 UPWP and Annual Self-Certification update in G. STATUS OF CORE CORPUS CHRISTI MPO PLANNING DOCUMENTS EXHIBIT 3. Planning Document Status is listed as June 2019. Is this correct?

The FY 2019-FY 2020 UPWP was adopted on May 3, 2017 and was supposedly updated in June 2019; the Annual Self-Certification is supposed to be done in conjunction with the new UPWP adoption. By adopting this FY 2021-FY 2022 UPWP at the September 3, TPC meeting, the Corpus Christi MPO's planning document status will be current.

- SECTION VI. TASK 5.0 – SPECIAL STUDIES, Subtask 5.2 Resilience and Durability to Extreme Weather Pilot Project – is this still active?

The project is still active, and the City of Corpus Christi put the project out for bid and the city will award the contracts. The Coastal Boundary Survey will be done in the next month and the project should be ready for construction. The role of the Corpus Christi MPO on this project will be monitoring how the resiliency mitigation design works after the construction.

Ms. Munoz informed the TAC that the City of Corpus Christi bid 3 sections on Laguna Shores Road and 2 sections were awarded to one contractor, the other section was awarded to a different contractor. She will provide more bid information to the Corpus Christi MPO, and the Corpus Christi MPO will send the updated information on this project to TAC members and Federal Highway Administration (FHWA).

- Remove the projects outside the MPO boundary in TxDOT Planning Effort under SECTION VIII. PARTNER AGENCY PLANNING STUDY COORDINATION, page 43.

These projects outside the MPO boundary will be removed.

- The document is well-written.

Mr. MacDonald appreciates the review and comments.

- City of Corpus Christi has an additional planning study, "Downtown Visioning" that should be added under SECTION VIII. Also, these listed trail studies need to be verified and confirmed.

Ms. Munoz will provide the information after she confirms with the Planning Division.

Ms. Munoz made a motion to recommend the TPC approve the DRAFT FY 2021-FY 2022 UPWP after the City of Corpus Christi provides the additional comments on PARTNER AGENCY PLANNING STUDY COORDINATION electronically to the member agencies before submitting the DRAFT FY 2021-FY 2022 UPWP to TPC. Mr. Gillespie seconded; motion passed unanimously.

Mr. MacDonald requested that TAC members submit the additional information and comments by close of business on August 26, 2020; since the Corpus Christi MPO typically send out the agenda packet to the TPC a week prior to the meeting. That date is August 27, 2020.

The Appendix G: Public Comments in the DRAFT FY 2021-FY 2022 UPWP will be updated with these comments submitted by TAC members.

## **B. National Highway System (NHS) Modifications**

The National Highway System (NHS) are important roadways, all principal arterials and above, to the nation's economy, defense, and travel. The designation of NHS is linked to one of the important national goals, reducing the congestion, and National Highway Performance Program. Mr. Casper briefed the TAC that TxDOT is requesting TPC to approve the following recommended changes to the NHS based on the discussion and review between TxDOT TPP Division, TxDOT Corpus Christi District, Federal Highway Administration (FHWA) Texas Division, and the Corpus Christi MPO in the February 8, 2019 meeting. Ms. Thamizharasan, TxDOT TPP Division, and Nishant Kukadia from the TxDOT consultant joined the TAC meeting via phone in case any clarification is needed.

The recommended NHS changes are:

- Extend SH 357 (Saratoga Boulevard) 0.25 miles: connecting two major regional freeways SH 286 and SH 357 (Rodd Field Road)
- Extend FM 2444 (South Staples Street) 3.25 miles: linking the Southside community to downtown area, La Palmera Mall, and connecting to SH 286, recently received capacity/access-management improvement
- Remove Ayers Street between SH 358 and SH 286 3.4 miles from the NHS designation by downgrading from Principal Arterial – other to Minor Arterial: no major improvement plan, not providing regional/long-distance mobility, no impact the NHS routes continuity

The Corpus Christi MPO staff recommends that the TAC recommend to the TPC the approval of the NHS changes request as presented.

Ms. Sales-Evans made a motion to recommend to the TPC the proposed modification on the NHS.

Mr. Gillespie seconded; motion passed unanimously. The requested changes will be presented at the September TPC meeting with a resolution.



## 5. INFORMATION ONLY ITEMS

### A. Various Updates from the August 3, 2020 TEMPO Virtual Meeting

Mr. Casper informed the TAC members the topics discussed in the August 3, 2020 TEMPO Virtual Meeting.

1. TxDOT suggested to loosen the target for Texas Travel Time Reliability due to the less reliable travel trend.
2. TxDOT reminded that Texas Transportation Institute (TTI) services are available for any MPO in Texas and encourages staff to take advantage of this service.
3. TxDOT TPP Division is reviewing UPWP formats and requested MPOs' participation for a review committee. Currently there are some inconsistencies in the UPWP format, especially Dallas-Fort Worth and Houston take different approaches, and TPP is working to make the format more consistent. The Corpus Christi MPO volunteered to participate, and the first meeting will be in the week of August 24<sup>th</sup>.
4. Census 2020 initial results are supposed to be submitted to the House of Representative in December this year. However, approximately 40% of Texans have not responded to the Census 2020. Texas could have three more House of Representatives seats if the correct Census information is collected. The timeframes for MPO designation implementation are set: the criteria for the Census Urbanized Area (UZA) will be published in the federal register during the summer of 2021, and the updated population and new UZA boundaries will be released in the spring of 2022. The Corpus Christi MPO is the slowest growing Transportation Management Area (TMA) MPO in Texas, the Ingleside and Aransas Pass urban area seems likely to be included into the Corpus Christi UZA after the 2020 Census based on past designation practices.
5. State requirements changes for open meetings do not impact the federal requirements and if an MPO is using online meetings due to the current pandemic, the Public Participation Plan must be updated. For example, the Alamo Area MPO laid out how the virtual meeting is operated.
6. Due to the drop in oil and natural gas production tax, there was an \$8 billion change in available funding. Due to the timing of the Comptrollers Report, 2021 Unified Transportation Program (UTP) has no significant change, but it will affect the transportation projects in the TIP in years 2022 and beyond.

### 6. Regional Freight Topic:

A. MOVE America Virtual Meeting Opportunity – September 1-3, 2020: <https://www.dot.state.tx.us/move-texas-freight/studies/default.htm>

The TAC serves as a Freight Advisory Committee and various freight topics are discussed every month. Mr. MacDonald provided the link for the MOVE America Virtual Meeting Opportunity.

### 7. Member Agency Statements for Items of Interest: Projects, Events, and Activities

No statement was offered.

### 8. Upcoming Meetings:

A. Transportation Policy Committee:	Regular Meeting:	September 3, 2020
B. Technical Advisory Committee:	Regular Meeting:	September 17, 2020

### 9. Adjourn

The meeting adjourned at 9:40 A.M.



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**Date:** October 8, 2020  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: Process Debrief for the 2045 MTP, FY 2021-2024 TIP and CMP  
**Action:** Review, Discuss and Recommend to the Transportation Policy Committee (TPC)

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### Summary

This month, we are asking the TAC members to review and evaluate the processes used during the development of the 2020-2045 Metropolitan Transportation Plan (2045 MTP), the FY 2021-2024 Transportation Improvement Program (TIP) and the Congestion Management Process (CMP). As a starting point, **after the TAC meeting** the MPO Staff will send out a survey that contains the steps of the MTP, TIP and CMP processes. Please complete this survey when you receive it. The questions below can help frame your responses.

This effort will identify issues and strengths that can be compared against best practices and produce recommendations for process enhancements. An After-Action Report will be drafted and ultimately used to identify changes to both the 2050 MTP, the 2023-2027 TIP and CMP processes. The public involvement appendices of the 2045 MTP and FY 2021-2024 TIP are attached to aid this endeavor.

The Corpus Christi MPO After-Action Report will identify strengths of planning and programming processes that should be maintained and built upon, as well as identifying potential areas for improvement. For each step in the MTP, TIP and CMP processes listed on the following page, the following questions can aid developing a response:

- What did I want to accomplish or think should be accomplished during this step?
- How did the desires for this step change as the process progressed?
- What did that step accomplish?
- Why was there a difference between what we wanted to do and what we did?
- What went well and why?
- What could have gone better?
- What advice would you give yourself if you were to go back to where you were at the start of the process?
- What should we have learned from this process a year from now?
- How do we adapt our processes for a better outcome OR how do we repeat our successes?

The steps in a typical performance-based MTP process are listed below. Due to time constraints or data/tool availability not every step was completed during the Corpus Christi MPO 2045 MTP process. For those steps that were not completed, please list any desires or concerns you have for this step during the 2050 MTP and CMP process.

- 1) Refine and Approve Vision and Goals.

- 2) Refine and Approve Performance and Evaluation Measures.
- 3) Identify needs and deficiency locations by each goal area.
- 4) Develop an unconstrained universe of projects that address identified needs.
- 5) Develop and Approve Financial Resource Assumptions.
- 6) Call for locally preferred projects that address identified deficiencies.
- 7) Score projects, develop prioritization, create portfolios of constrained investments, identify tradeoffs among possible portfolios.
- 8) Evaluate consistency of investments with partner agency plans and EJ/Title VI requirements.
- 9) Approve Preferred Portfolio of Investments.
- 10) Identify impacts of approved investments and develop mitigation concepts.
- 11) Seek Public input during each step of the MTP process.

Establishing a strong linkage between the TIP, MTP and CMP is a key step in performance-based planning and programming. In general, the MTP is a pool of fiscally constrained projects that was identified for development over the next 20+ years. The TIP draws from this the pool of projects and prioritizes investments for implementation during the next four years. Ideally, the project selection criteria for the TIP will mirror those used to develop the portfolio of investments listed in the MTP. The steps in a typical performance-based TIP are:

- 1) Approve revenue sources and amounts.
- 2) Verify fiscally constrained project list from the MTP.
- 3) Call for locally preferred projects that can be implemented in the next 4 years.
- 4) Score projects, develop initial prioritization, adjust MTP project list if needed.
- 5) Assemble all state and local projects that will be implemented in the next 4 years into one portfolio.
- 6) Determine likely performance of investments in achieving goals.
- 7) Seek public input during each step of the TIP process.

### **Attachments**

Public Involvement Summaries from the MTP and TIP:

1. Link to 2045 MTP Appendix B - Public Comments: [https://www.corpuschristi-mpo.org/01\\_mtp/2020-2045/Chapters/Appendix\\_B.pdf](https://www.corpuschristi-mpo.org/01_mtp/2020-2045/Chapters/Appendix_B.pdf)
2. Link to FY2021-2024 TIP Appendix G - Public Comments: [https://www.corpuschristi-mpo.org/01\\_tip/fy-2021-2024/FY2021-2024\\_TIP\\_APPROVED\\_20200702.pdf#page=66](https://www.corpuschristi-mpo.org/01_tip/fy-2021-2024/FY2021-2024_TIP_APPROVED_20200702.pdf#page=66)



# Waymo Tests Autonomous Trucks in Texas

Company to Center Tech Efforts in Dallas

Jerry Hirsch | Contributing Writer



*Waymo has begun testing Peterbilt trucks equipped with self-driving technology in Texas. (Waymo)*

Waymo launched testing of autonomous trucks in Texas and announced plans to make Dallas the center of its heavy-duty vehicle technology efforts.

Alphabet Inc.'s autonomous vehicle unit said in an Aug. 26 news release that it has begun testing Peterbilt trucks equipped with self-driving technology along Interstate 10, I-20 and I-45 in Texas.

The company already has a passenger vehicle operations center in Phoenix that will be linked into its commercial vehicle testing network. It is focusing on trucking lanes that include Phoenix to Dallas, Dallas to Houston and Dallas to El Paso, Waymo told Transport Topics in a statement.

Waymo is focusing [development and testing efforts along those Southwest shipping corridors](#) because the region has favorable weather, roads and regulation, it said.

"We're excited to explore how our tech might be able to create new transportation solutions in Texas, which has a high freight volume and is a favorable environment for deploying AVs," Waymo said.

Texas officials welcomed Waymo. "We are fortunate to operate in a region and state where policy officials encourage innovative problem-solving, and decisions from companies like Waymo demonstrate they recognize they can both test their technology and succeed here," said Tom Bamonte, senior program manager of automated vehicles for the North Central Texas Council of Governments. "Our location and reliable transportation system make Dallas-Fort Worth a center for freight in the United States."

Waymo, formerly Google's self-driving car unit, is looking at two deployment models for autonomous trucking. The first would be the classic point-to-point or dock-to-dock setup ubiquitous in trucking. But that requires last- and first-mile surface street driving, which makes up one of the biggest hurdles for self-driving trucks. The company also is looking at transfer hubs, where a human driver would ferry a trailer to a highway-adjacent depot. The autonomous tractor would then pick up the trailer, hauling it to another hub near its destination. At that point, a human driver would take the load to the delivery site.

The current Texas testing will use both loaded and unloaded trucks but won't do any commercial shipping for now, the company said. It will start with just a "few" trucks but plans to ramp up operations. Waymo does not make public the number of test vehicles in its fleet.

The company is launching its Dallas operations out of temporary space but is searching for a permanent headquarters for the autonomous truck development center. It also plans to hire software technicians to sit in the passenger seat and look over the system while a CDL driver monitors the truck and traffic.

Waymo has partnered with Transdev, a French company with its U.S. headquarters in Lombard, Ill., to recruit licensed truck drivers for the test program. In addition to having experience with transporting and securing cargo and operating in a wide array of weather conditions, the applicants also must have some laptop computer experience and proficiency with using Google productivity applications such as Sheets and Docs.

Waymo sees commercial vehicles as a promising application for autonomous technology. But the company does not intend to get into truck manufacturing or shipping services. Instead, it wants to work with OEMs and motor carriers to get its technology into vehicles, it has said.

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Article page: <https://www.ttnews.com/articles/waymo-tests-autonomous-trucks-texas>

# Kodiak Robotics expands into Texas and begins first autonomous freight deliveries

Sam Francis | Writer



[Kodiak Robotics](#), a startup developing self-driving technology for long-haul trucking, has started making its first commercial deliveries with a safety driver behind the wheel.

Kodiak achieved this milestone just 16 months after the company was formed. Kodiak also announced it will be supporting its growing testing and freight operations from a new facility in North Texas.

Kodiak operates as a true freight carrier, with self-driving trucks operating on “middle mile” highway routes.

Since the company’s founding in April 2018, Kodiak has grown from an idea to a reality, with a growing fleet of trucks and the launch of freight operations for customers in Texas.

The company’s rapid progress is a testament to its strong, experienced team, led by its CEO Don Burnette. Don is a leader in the autonomous vehicle industry, with over a decade of experience working in the emerging autonomous vehicle field.

Don Burnette, CEO and co-founder of Kodiak Robotics, says: “We could not be more excited to announce our expansion into Texas, with an office in the DFW area.

“In just over a year, we’ve gone from founding Kodiak to putting our trucks on the road and hauling freight for customers. Making such rapid progress wouldn’t be possible without our

strong, experienced team, who've been working with autonomous vehicles since the early days of the industry.

"As industry veterans, we've seen where self-driving technology has fallen short, and have a clear vision for how to make it work and work safely."

Kodiak's self-driving trucks are poised to revolutionize the freight industry as its technology will make highways safer while reducing the cost of carrying freight and, for longer routes, the time it takes to move goods.

Kodiak's expansion will further Texas' leadership in logistics and transportation.

Paz Eshel, COO and co-founder of Kodiak Robotics, says: "We are thrilled by the reception we've received from all Texans.

"From Governor Abbott to the Department of Public Safety to the Texas Department of Transportation and the Texas A&M Transportation Institute, we've received nothing but support.

"We look forward to continuing to build meaningful community partnerships in Texas, and helping to make sure that Texas is the home of autonomous trucking."

Thomas Bamonte, senior program manager, automated vehicles, for the North Central Texas Council of Governments, says: "We're pleased to welcome Kodiak to Dallas-Fort Worth.

"As a region adding more than 1 million new residents each decade, it is important to develop a comprehensive strategy for the safe and reliable movement of people and goods.

"Our policy officials on the Regional Transportation Council have been very forward-thinking in their recognition of technology as part of the answer, which is positioning our region as a leader in the automated vehicle industry."

Dr Christopher Poe, TTI assistant agency director and connected automated transportation strategy lead, says: "We are excited that Kodiak Robotics will have a major presence in Texas.

"Texas is a leader in the testing and implementation of connected and automated vehicles, and Kodiak's willingness to partner with academia and public agencies to ensure safe deployment of new technology will add significant value to our transportation system."

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Article page: <https://roboticsandautomationnews.com/2019/08/06/kodiak-robotics-expands-into-texas-and-begins-first-autonomous-freight-deliveries/24959/>



# Waymo self-driving trucks hit the road in Texas

After deploying its autonomous Chrysler Pacifica prototypes to map roads, Waymo has sent its trucks to Texas interstates.

Sean Szymkowski | Writer



*To Texas! (Waymo)*

Texas will see more of Waymo in the months and years to come. On Tuesday, Alphabet's self-driving car division said it's officially ready to deploy its autonomous trucks in the Lone Star state.

The deployments follows months of Waymo testing its Chrysler Pacifica-based autonomous car prototypes on Texas roads to map areas for the self-driving trucks. With mapping, the trucks will test along I-10, I-20 and I-45. The interstates are ripe for "promising commercial routes" across the state, Waymo said. The company added Texas has a very high freight volume, which makes it a prime area to test autonomous vehicles.

Waymo isn't the only big name hitting the roads in Texas. Earlier this year, TuSimple marched ahead with the first stage of its autonomous freight network. Stage 1 sees TuSimple trucks on routes through Texas and other southwestern states, with more areas of the country to be added through 2024.

But Waymo hasn't been idle this year, either. It previously announced a partnership with Fiat Chrysler to build self-driving Ram vans, and Volvo hitched up with the company to work on an autonomous ride-hailing vehicle.

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Article page: <https://www.cnet.com/roadshow/news/waymo-self-driving-trucks-texas/>