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US 377 Texas Corridor Study – Working Group and Steering Committee Closeout Meeting

Meeting Summary

Date: June 5, 2025
Time: 9:00 AM to 10:00 AM CST
Location: Microsoft Teams
Attendees:

US 377 Texas Corridor Study Working Group and Steering Committee Closeout Meeting

Judge Andy Eads – Denton County
Judge Souli Asa Shanklin – Edwards County
Judge Sheree Hardin – Mason County
Ruth Ray – Tarrant County Judge's Office
Rod Young – McCulloch Commissioner Precinct 3
Jim Jarratt – City of Granbury, Mayor
Dennis Sheridan – Trophy Club, Councilman
Jeff Sandford – Stephenville Economic Development Authority
Jessica James – City of Benbrook, EDC Director
Gregory S. Van Nieuwenhuize – City of Haltom City, Director of Public Works
Hilary Stephans – Texas Health Resources / Stephenville Chamber of Commerce
Mark Arrazola – Kimble County Chamber of Commerce
Eric Martinez – Middle Rio Grande Development Council
Clay Barnett – Grayson County MPO
Michael Morris – NCTCOG
Robin Stallings – BikeTexas Executive Director

US 377 Texas Corridor TxDOT Districts

Tucker Ferguson – TxDOT Austin District
Greg Cedillo – TxDOT Brownwood District
Jason Scantling – TxDOT Brownwood District
Jodie Kelly – TxDOT Brownwood District
Mohammad Al Hweil – TxDOT Fort Worth District
Sarah Horner – TxDOT Fort Worth District
Thomas Marquardt – TxDOT Fort Worth District
Chad Dabbs – TxDOT Fort Worth District
Omar Costilla – TxDOT Laredo District
Roberto Rodriguez III – TxDOT Laredo District
Epigmenio Gonzalez – TxDOT Laredo District
Noel Paramanantham – TxDOT Paris District
Dan Perry – TxDOT Paris District
John DeWitt Jr. – TxDOT San Angelo District

TxDOT

Andrew Canon – Director of International Trade, Freight and Corridor Planning, TPP
Lorena Echeverria de Misi – TPP
Cary Karnstadt – TPP
Tim Wright – TPP
Yvette Flores – TPP
Curtis Jones – TPP

Study Team

Chris Nazar – CDM Smith
Amit Thomas – CDM Smith
Ybette Ochoa – CDM Smith
Maria (Belen) Michelis – CDM Smith
Abril Matysek – CDM Smith
James Wilson-Schutter – CDM Smith
Carol Anne Starks – CDM Smith

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Annie Sikes – TPP
Ricardo Gonzalez – TPP
Tyler Graham – TxDOT TPP
Jorge Almada Diaz – TxDOT TPP
Leah Casey – TxDOT
Steve Linhart – TxDOT
Geena Maskey – TxDOT
Giacomo Yaquinto – TxDOT
Bethany Kurtz – TxDOT PIO
Erika Kemp – TxDOT STR Division
Patti Warnasch – TxDOT Rail Letting Section Director
Trent Thomas – TxDOT Government Affairs
David Mass – TxDOT Freight
Sergio Vasquez – TxDOT International Trade and Border Planning
Shawna Russell Jones – TxDOT Communications
Jerry Hunter – TxDOT Stephenville
Ryan Robert – ICF

Agenda:

1. Welcome/Opening Remarks
2. Introductions
3. Interactive Tool/Icebreaker
4. Safety Minute
5. Study Status Update
6. Implementation Plan Update
7. Corridor Study Report Update
8. Final Steps, Questions, and Closing Remarks

Attachments:

Attachment A – Working Group and Steering Committee Closeout Meeting Summary
Attachment B – Working Group and Steering Committee Closeout Meeting Presentation
Attachment C – Mentimeter Results

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Attachment A- Meeting Summary

I. Meeting Notes

*Note: the notes below include the attendee's name if known.

Welcome and Opening Remarks

Cary Karnstadt welcomed everyone to the meeting, thanking everyone for joining. He then introduced himself, Andrew Canon, the section director for Freight Trade and Connectivity for TxDOT TPP, and the honorable Judge Andy Eads from Denton County.

Andrew Canon then thanked all the stakeholders for sharing their local knowledge and unique perspectives, noting their input was invaluable to the study team and TxDOT.

The honorable Andy Eads then thanked the team for their hard work and reiterated that this study laid the groundwork for a future with improved mobility, safety, and growth for communities along the US 377 Corridor.

II. Introductions

Cary then introduced the study team noting Lorena Echeverria De Misi, the TxDOT TPP Corridor Planning Branch Manager. He also introduced Amit Thomas, the consultant Project Manager, Ybette Ochoa, the consultant Project Technical Lead, Chris Nazar, the consultant Senior Advisor, and Belen Michelis, the consultant Public Involvement Lead.

III. Interactive Tool/Icebreaker

Belen Michelis then introduced Mentimeter, explaining how to access this tool and provided a link to www.menti.com. Cary completed the roll call and announced the members present.

IV. Safety Minute and Agenda

Cary proceeded to provide the team with a safety minute and reviewed the meeting agenda.

V. Study Recap and Status Overview

Cary noted that the 462-mile corridor spans 32 cities, 15 counties, 14 Councils of Government (COG) & Metropolitan Planning Organizations (MPO), 7 TxDOT Districts, 4 Regional Transportation Planning Organizations, 1 Port of Entry and 2 Border Crossings. Cary reviewed the key components, including assessment of existing conditions, identifying needs, engaging a broad range of stakeholders, conducting multimodal analysis, and began discussions regarding proposed improvements.

Cary noted that the third round of meetings, and the second Binational Workshop were completed in the previous phase of the study over the last month.

Cary then reviewed the study's milestones, noting its near completion. The final milestone is the release of the final report and implementation plan.

Ybette Ochoa gave a quick recap of the previous activities completed in the past year, noting it was a two-part process, firstly reviewing multiple improvements at each workshop, and then categorizing the improvements by short-, mid- and long-term. Ybette mentioned that the groups then had a consensus discussion about the prioritization process for each improvement at each segment working group meeting.

Coordination meetings were also held with TxDOT Districts and Multimodal Divisions, and Binational meetings gave insight into the broader impact of the US 377 corridor throughout Texas and Mexico.

Ybette reviewed systemwide programs and improvements along the US 377 corridor, presenting updated maps for counties with changes since the last meeting.

Mentimeter Question: Do these updates to the Implementation Plan address the needs of the US 377 corridor?

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Fourteen responses were received by Mentimeter during this discussion section. Those who responded all provided a "yes" to the poll question. The complete list of responses is included at the end of this document in Attachment C.

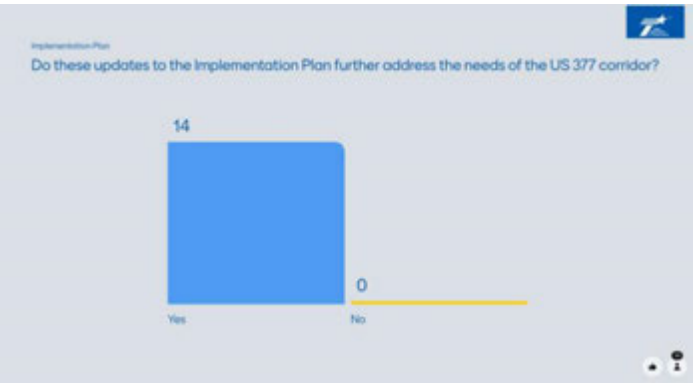

Figure 1: Results from Discussion

VI. Corridor Study Report Update

Amit Thomas then reviewed the final report outline. The report will consist of the following seven chapters:

- **Chapter 1: Introduction:** Provides an overview of the US 377 corridor, including the scope, background, key challenges, and the motivation for initiating this planning effort. This chapter highlights active and previous studies and summarizes relevant socio-economic trends and corridor characteristics.

- **Chapter 2: Vision, Goals, and Objectives:** Defines the overall vision and key goals such as improving safety, enhancing mobility and connectivity, and supporting economic growth and trade. Objectives provide measurable steps and reflect feedback from stakeholders and public outreach.

- **Chapter 3: Significance of the US 377 Corridor:** Presents land use characteristics, data on demographics statistics and trends, and the corridor's vital role in Texas' economy.

- **Chapter 4: Corridor Characteristics:** Presents data on existing and projected traffic conditions, freight flows, crash data, infrastructure, and the corridor's strategic role in Texas' economy and transportation network. It highlights critical connections, such as border crossings and intermodal facilities.

- **Chapter 5: Stakeholder Engagement and Public Involvement Process:** engagement methods and outcomes, including working groups, steering committee, binational workshops, public surveys, and local coordination. This chapter captures input received and how it informed the development of recommendations.

- **Chapter 6: Study Recommendations and Implementation Plan:** Summarizes the process of identifying and prioritizing improvements, grouped by type (roadway, bridge, multimodal, etc.) and timeframe (short, mid, long term). This section includes a breakdown of proposed projects by segment and highlights the strategic value of each investment.

- **Chapter 7: Economic Impacts of Improvements:** Describes anticipated economic benefits of the proposed improvements.

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- **Chapter 8: Funding Opportunities and Emerging Technologies:** Discusses potential funding sources for future implementation, including federal grants, state programs, and public-private partnerships. It also addresses opportunities to incorporate emerging technologies such as automation, ITS infrastructure, and EV charging networks into corridor planning.

Group Discussion Question: What elements of the report are most important to cover in the executive summary?

Three stakeholders provided their response during this discussion section:

Mayor Jim Jarrett offered high praise for the study team's work, calling their efforts "admirable" and emphasized the significance of their inclusive approach. He noted that the team had successfully brought together a diverse range of voices to create a comprehensive plan for the entire 462-mile corridor. He mentioned "the diversity that the study team has used to put this plan together is going to be big part of what makes this successful," underscoring how inclusivity and collaboration are key strengths of this study.

Michael Morris commended the study team's efforts, recognizing the thoughtful work that went into this study. He noted it is now the responsibility of the stakeholders to carry through the work into existence. Mr. Morris suggested that Chapter 8 should split funding and technology. He also noted that he does not view funding sources individually but rather focuses on leveraging and integrating funding sources into a cohesive system.

Mr. Morris suggested TxDOT follow up in the future to track progress on the recommendations. He noted it is essential to maintain momentum, particularly in the southwest part of the corridor. He suggested that the executive summary encourage counties to take an active role in advancing the work and recommended establishing annual check-ins to review progress and outcomes to ensure the study and plan remain active and impactful.

Amit reminded everyone that projects still compete for funding through the UTP plan and encouraged stakeholders to participate in those efforts to secure funding. Lorena noted that TxDOT intends to continue these conversations and plans to move forward with implementing the corridor studies completed in recent years. She added that maintaining strong relationships and clear lines of communication remains a top priority for TxDOT.

Jeff Sandford thanked TxDOT and the Consultant Team for their efforts and professionalism. Mr. Sandford suggested focusing less on long-term and mid-term planning unless directly tied to funding, as community needs can change rapidly. He recommended that TxDOT collaborate with communities to share expertise and address more immediate concerns.

VII. Next Steps, Questions and Closing Remarks

Cary opened the floor for any additional questions, comments or concerns. He wrapped up the meeting and shared the study's contact info.

Mayor Jarratt suggested that expanding to four lanes between Granbury and Stephenville, as well as around Comanche, could help improve safety and reduce congestion. He also highlighted the importance of Chapter 5, noting that it reflects the diversity of stakeholders and the collaborative effort involved in developing a comprehensive plan. He emphasized that this chapter demonstrates a strong commitment to seeing the project through to completion.

Judge Andy Eads gave closing remarks, thanking everyone for their engagement, collaboration, and commitment throughout the study process.

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Attachment B – Working Group and Steering Committee Closeout Presentation

US 377 Texas Corridor Study

Combined Steering Committee / Working Group Closeout Meeting

To help make this meeting run smoothly:

1. Keep your microphone, phone, and computer muted when you're not speaking.
2. Get acquainted with the chat box and raise-hand feature.
3. Regularly check that your devices remain muted if you're not speaking.
4. If you're unmuted and others can't hear you, please use the chat box to communicate.
5. Please avoid using AI-generated features, such as automatic transcription or summarization tools, during this meeting to maintain accuracy and confidentiality in discussions.

You will be asked to sign in after the meeting begins.

US 377 Texas Corridor Study

Combined Steering Committee / Working Group Closeout Meeting
9:00 a.m. 10:00 a.m.

June 5, 2025

US 377 Texas Corridor Study

WELCOME

Section Director
Andrew Canon
TxDOT TPP Freight Trade and Connectivity

OPENING REMARKS

Steering Committee Chair

Honorable Andy Eads

Denton County

Welcome and Introductions

Lorena Echeverria de Misi, P.E.
TxDOT TPP Corridor Planning Branch Manager

Cary Karnstadt
TxDOT TPP Project Manager

Amit Thomas
Consultant
Project Manager

Ybette Ochoa
Consultant
Project Technical Lead

Christopher Nazar
Consultant
Senior Advisor

Belen Michelis
Consultant
Public Involvement Lead

Instructions for Providing Input: How to Join Mentimeter

Mentimeter: Roll Call

Please provide your name, title, organization, and favorite summer activity.

Example: Belen Michelis, Public Engagement Lead, CDM Smith, travel.

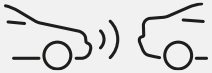
HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TEXAS US·377

Leading causes of accidents in the Corridor

Driver inattention

Failed to control speed



Following too closely

South Segment
(Laredo and San Angelo Districts)

Unsafe speed

Central Segment
(Austin and Brownwood Districts)

Failed to yield right of way

North Segment
(Fort Worth, Dallas, & Paris Districts)

83% of all fatal crashes occurred in North Segment

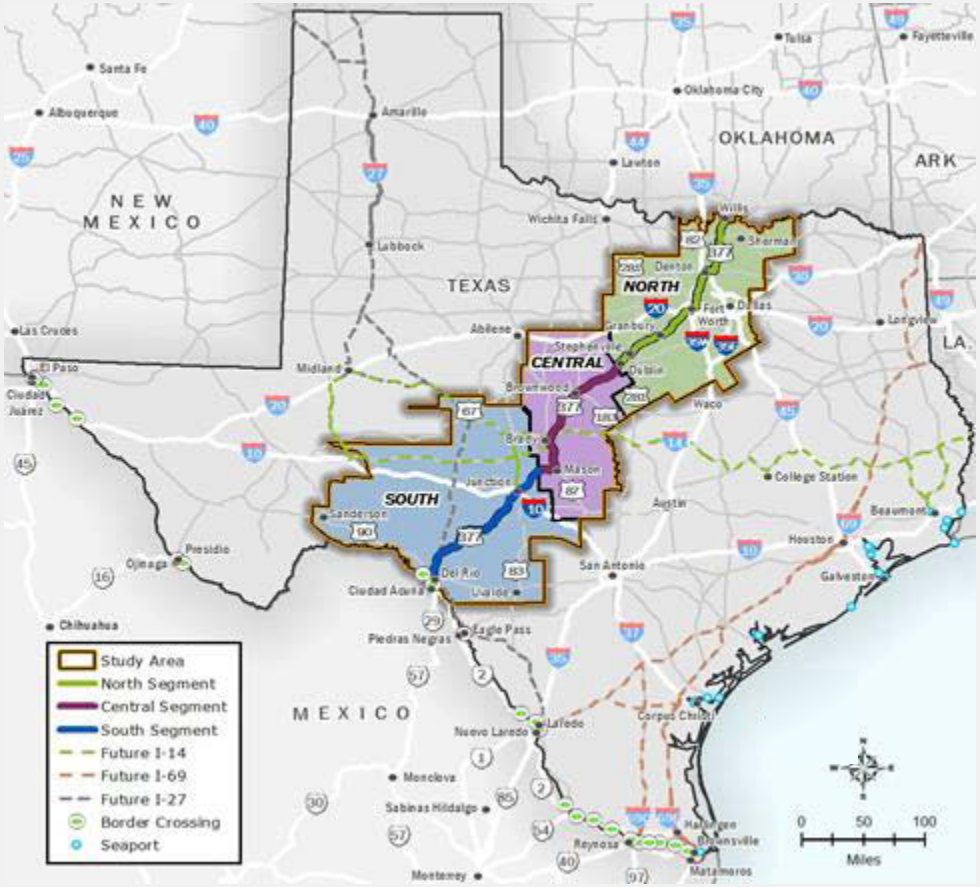
Agenda

01 | Study Status Update

02 | Implementation Plan Update

03 | Corridor Study Report Update

04 | Final Steps, Questions, and Closing Remarks



Source: TxDOT Open Data Portal, 2024

Veterans Blvd/E. Gibbs St, Del Rio

Study Status Update

US 377 Texas Corridor Study

US 377 Corridor Study Area

Approximately 462 miles

32 Cities/Towns

15 Counties

Total of 44 counties in the overall study area

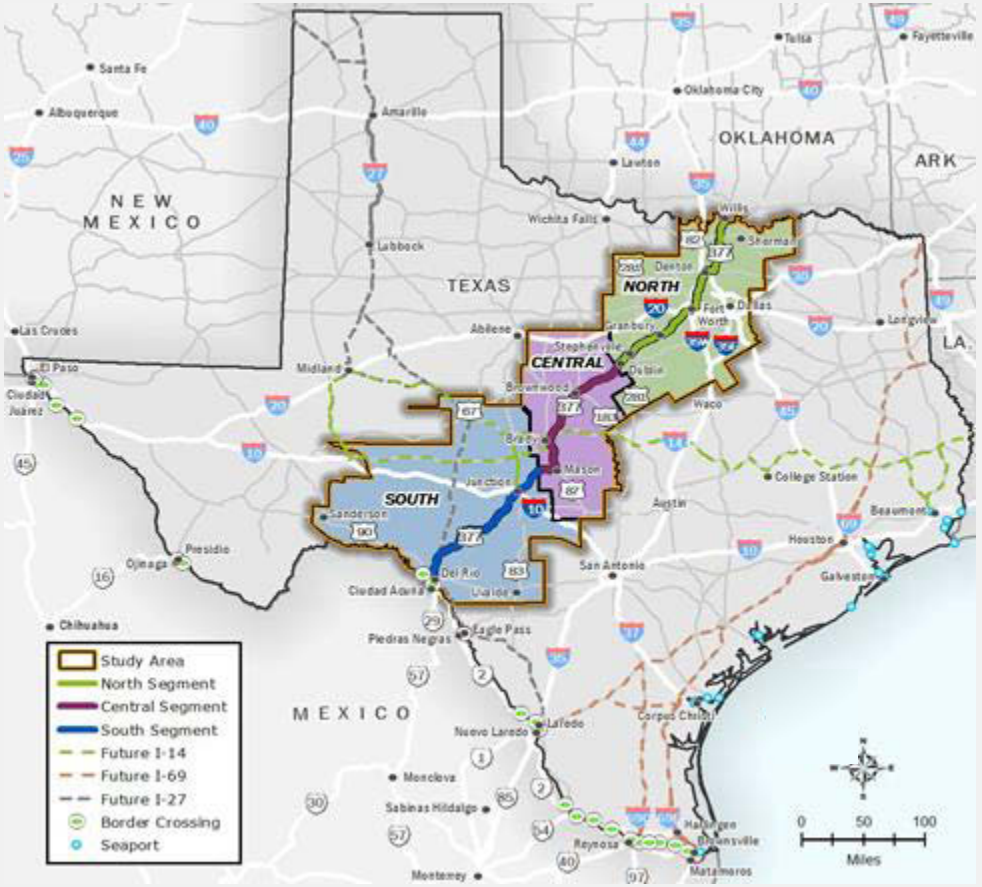
14 COGs & MPOs

7 TxDOT Districts

4 RTPOs

1 Port of Entry

2 Border Crossings



COG: Council Of Governments
MPO: Metropolitan Planning Organization
RTPO: Rural Transportation Planning Organization

Source: TxDOT Open Data Portal, 2024

US 377 Corridor Study Purpose and Components

Purpose: To identify multimodal transportation needs and prioritize improvements to enhance safety, mobility, connectivity, and system continuity along the study corridor and to support economic opportunity in the region.

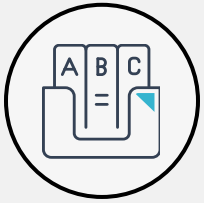
Review existing conditions and identify needs

Identify and prioritize improvements

Engage broad range of corridor stakeholders

Estimate preliminary costs by improvement

Conduct multimodal analysis



Develop corridor implementation plan and report

US 377 Study Process and Development Timeline

2024 — 2025

Milestone	Review Existing and Future Conditions	Assess Needs	Identify Improvements	Prioritize Improvements	Develop Implementation Plan
Analyzed Through:	✓ Existing conditions ✓ Improvements ✓ Statewide & National initiatives	✓ Forecasts & modeling ✓ Hotspots constraints ✓ Identify gaps & issues	✓ Location studies ✓ Conceptual solutions ✓ Costs & funding	✓ Short-, mid-, long-term ✓ Economic analysis ✓ Prioritization matrix	✓ Planning Process ✓ Outcomes ✓ Draft Strategy Plan

Stakeholder Engagement

Kick-Off
- ✓ TxDOT District/ Division Kick-Off

Round One
- ✓ Steering Committee
- ✓ Segment Working Groups
- ✓ Binational Workshop

Round Two
- ✓ Public Survey
- ✓ TxDOT coordination
- ✓ Segment Working Groups
- ✓ Steering Committee

Round Three
- ✓ TxDOT coordination
- ✓ Segment Working Groups
- ✓ Binational Workshop 2
- ✓ Steering Committee

Close Out
- • **Joint Steering Committee/ Segment Working Group**

Veterans Blvd/E. Gibbs St, Del Rio

Implementation Plan Update

US 377 Texas Corridor Study

Recap of Previous Activities

- Reviewed:
  - Existing conditions, current and proposed TxDOT projects, US 377 Texas Corridor Study proposed improvements, report outline
- Coordination Meetings with TxDOT:
  - Multimodal Divisions: Bridge, Design, Public Transportation, Rail, Strategic Planning, Strategic Initiatives and Innovation, Traffic & Safety
  - Districts: Paris, Dallas, Fort Worth, Brownwood, Austin, San Angelo, Laredo
- Stakeholder Outreach:
  - 4th Meeting: Closing stakeholder combined meeting

US 377 Corridor Study Proposed Improvement Strategies

STUDIES

Improvements to support data-driven decision-making through studies and analysis

SAFETY

Improvements to reduce the number of fatal and serious injury crashes

MULTIMODAL

All transportation modes to move people and goods

ROADWAY

Improvements to enhance capacity, efficiency, and connectivity

BRIDGE

Enhance resilience and capacity with modernized design

INTERSECTION

Optimize flow and safety and improving accessibility

TECHNOLOGY

Intelligent connected infrastructure that uses emerging and innovative concepts

US 377 Corridor Study Systemwide Programs

Programs	Description
Improve Corridor Safety	• Widen shoulders, improve roadway curvature, passing lanes
Enhance Mobility by Incorporating Emerging Technologies and ITS	• Pilot smart infrastructure like Dynamic Message Signs (DMS) • Upgrade cellular connectivity in rural areas • Add EV charging stations
Employ Access Management	• Apply raised medians, dedicated turn lanes, and intersection reconfigurations
Support Freight Activities	• Improve bridge clearances and widen roads to better serve freight routes, especially on the trunk system and freight network • Add truck parking
International Trade	• Support growing trade volumes by improving highway links • Invest in roadway improvements to increase reliability for commercial vehicles
Enhance Intermodal Connections	• Improve connections between highways, rail crossings, implement grade separations and signal improvements near rail lines

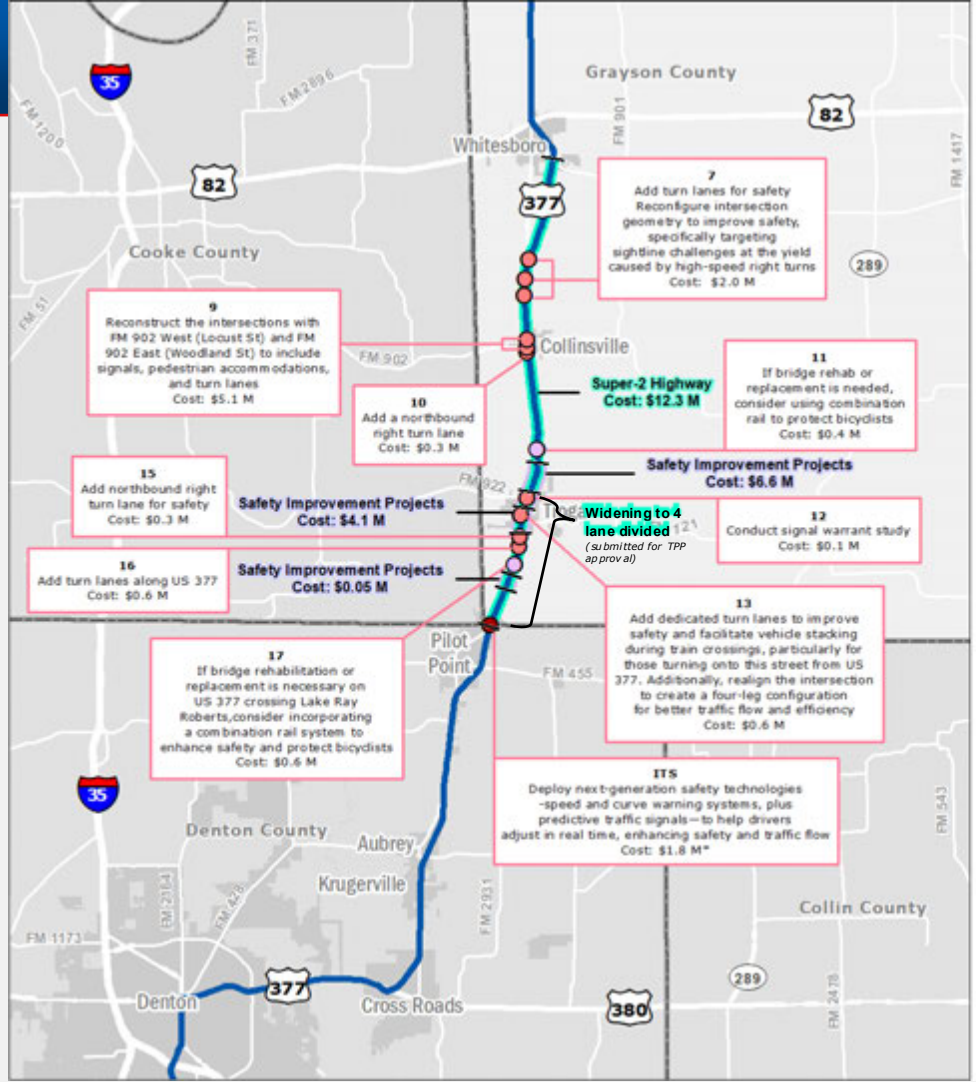
DMS

EV Charging Station

Truck Parking

Texas Department of Transportation

North Segment Improvements Grayson County



Proposed Improvements

- Bridge Improvement
- Intelligent Transportation Systems Improvement
- Intersection Improvement
- Study Route
- 2025 UTP
- Ongoing Project Development

Prioritization by Working Group

- Short Term Project

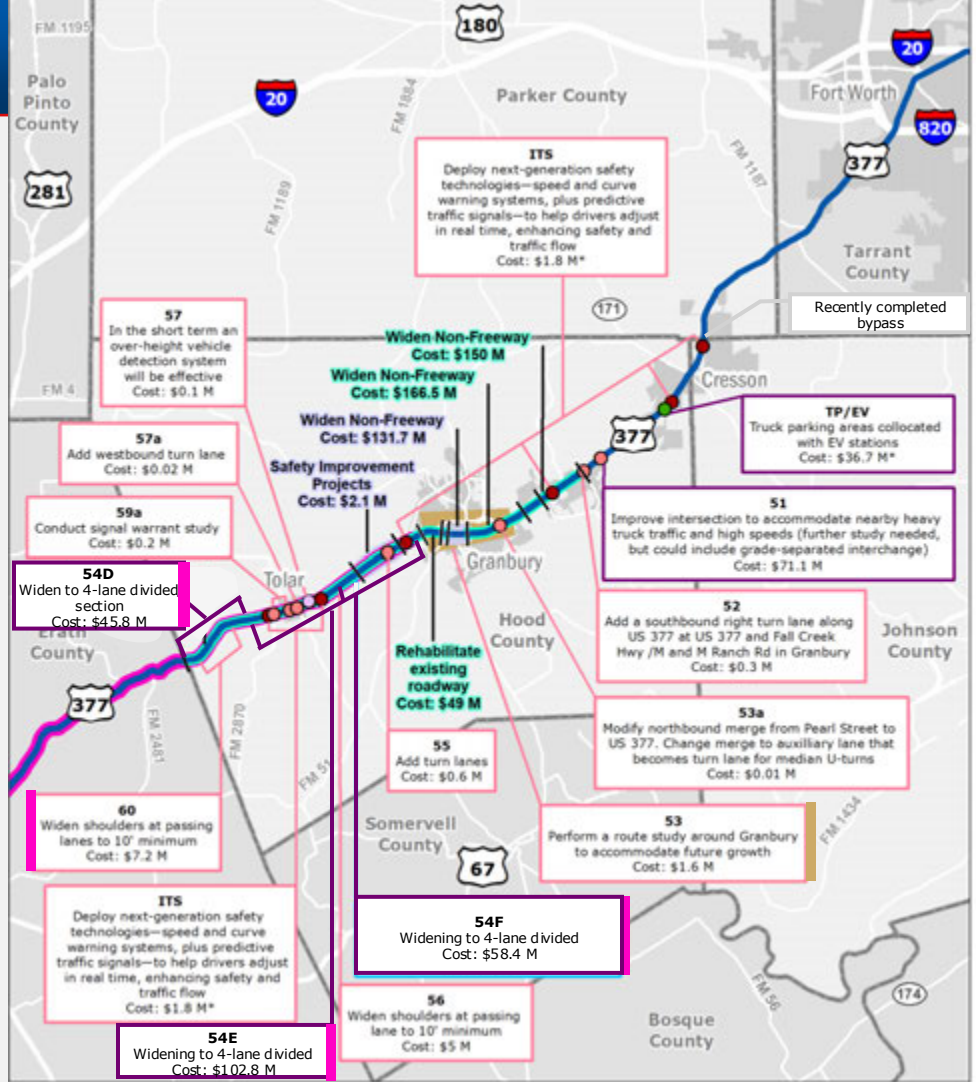
N

0 2 4 8

Miles

Texas Department of Transportation

North Segment Improvements Johnson and Hood Counties



Proposed Improvements

- Bridge Improvement
- Intelligent Transportation Systems Improvement
- Intersection Improvement
- Multimodal Improvement
- Roadway Improvement (Add Capacity)
- Route Study
- Study Route
- 2025 UTP
- Ongoing Project Development

Prioritization by Working Group

- Short Term Project
- Mid Term Project
- Long Term Project

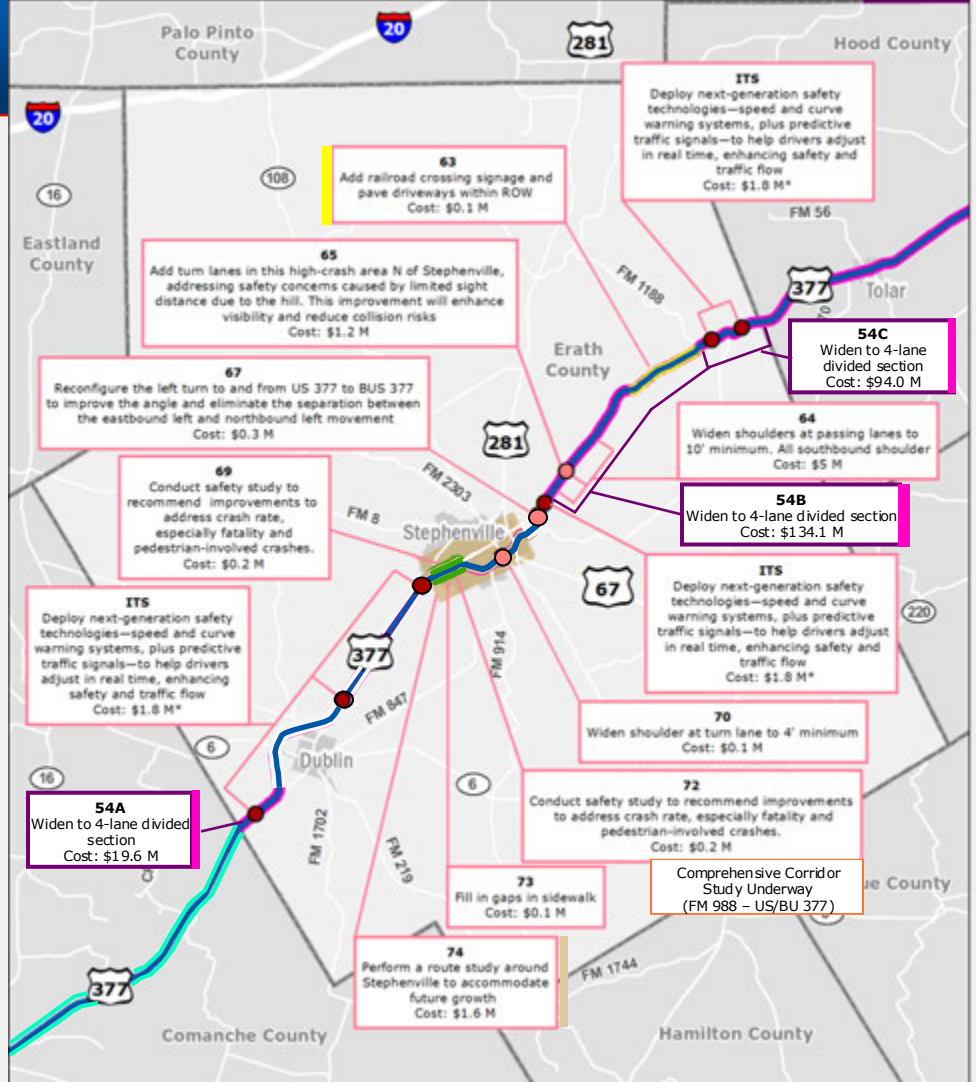
N

0 2.5 5 10

Miles

Texas Department of Transportation

North Segment Improvements Erath County



Proposed Improvements

- Intelligent Transportation Systems Improvement
- Intersection Improvement
- Safety Improvement
- Roadway Improvement (Add Capacity)
- Multimodal Improvement
- Route Study
- Study Route

Prioritization by Working Group

- Short Term Project
- Long Term Project

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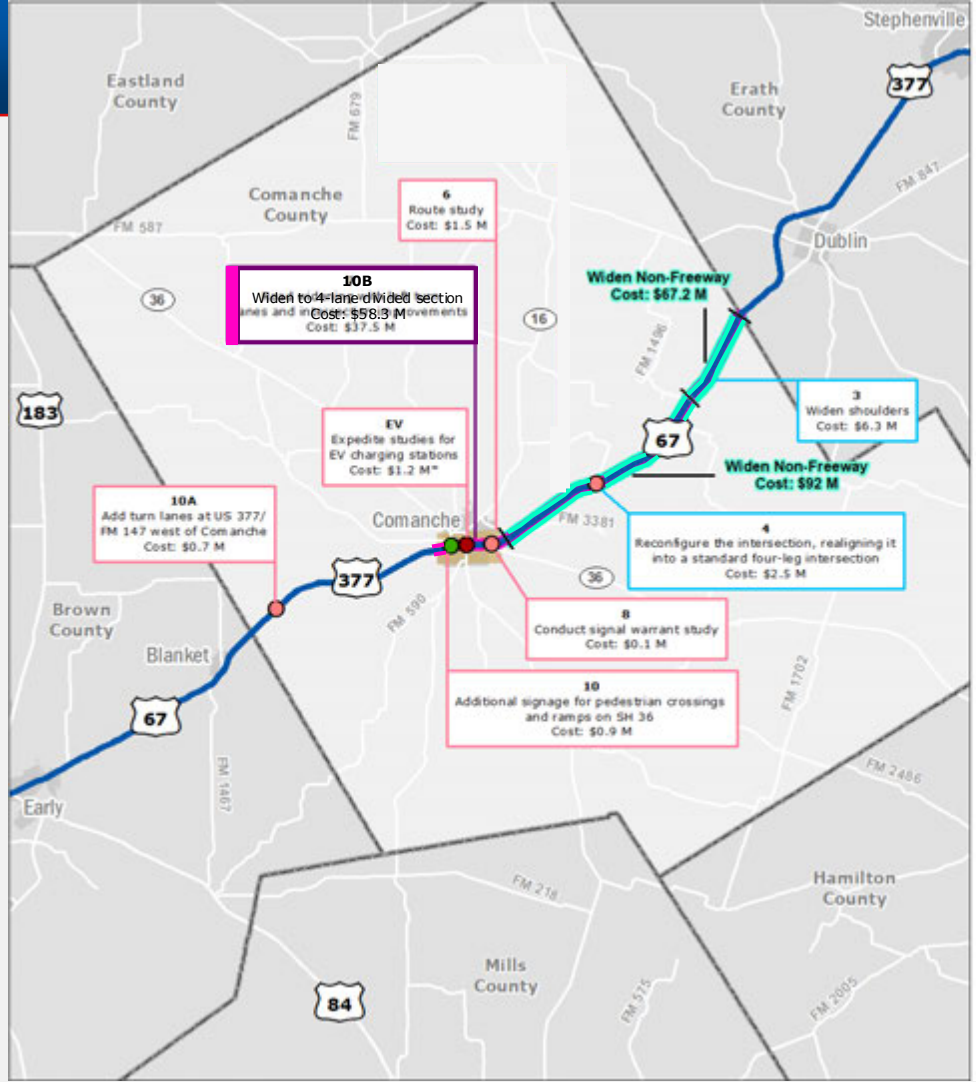
Miles

Texas Department of Transportation

Central Segment Improvements Comanche County



Proposed Improvements

- Intelligent Transportation Systems Improvement
- Intersection Improvement
- Multimodal Improvement
- Roadway Improvement (Add Capacity)
- Route Study
- Study Route
- Ongoing Project Development

Prioritization by Working Group

- Short Term Project
- Mid Term Project
- Long Term Project

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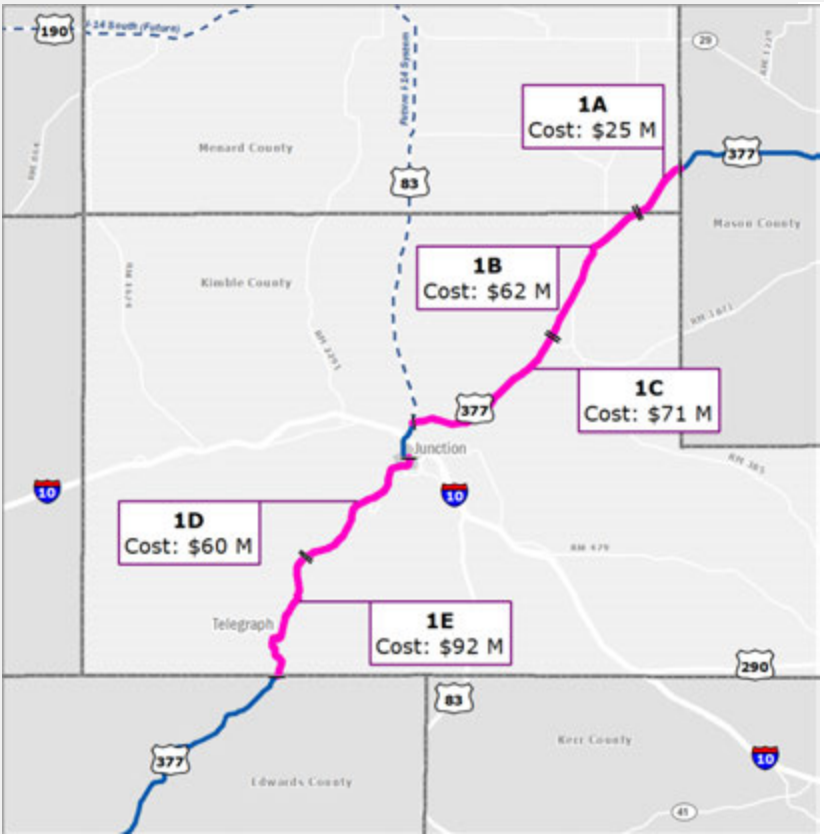
Miles

South Segment Project #1 Update



Proposed Improvements

Roadway Improvement

Study Route

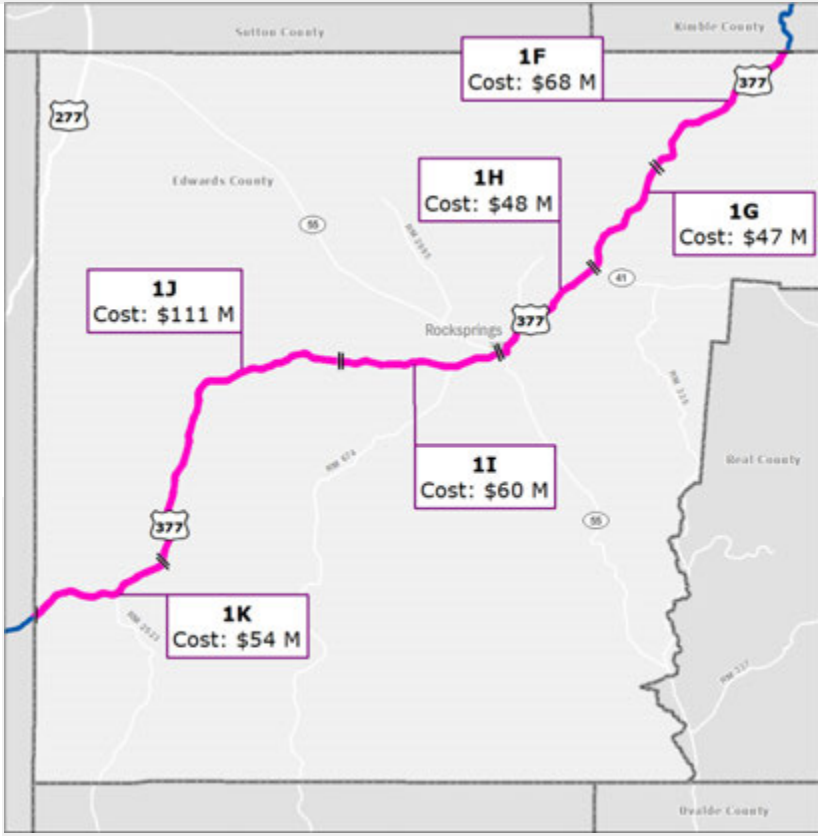
Prioritization by Working Group

Long Term Project

Project 1A – 1K Description

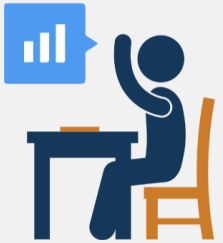
Roadway widening to add shoulders, pavement improvements, Structures/drainage improvements, Guardrail upgrades, rumble strips, Super 2 Improvements, and bridge improvements

Total Cost: $699 M



Mentimeter: Implementation Plan Updates

Do these updates to the Implementation Plan further address the needs of the US 377 corridor?

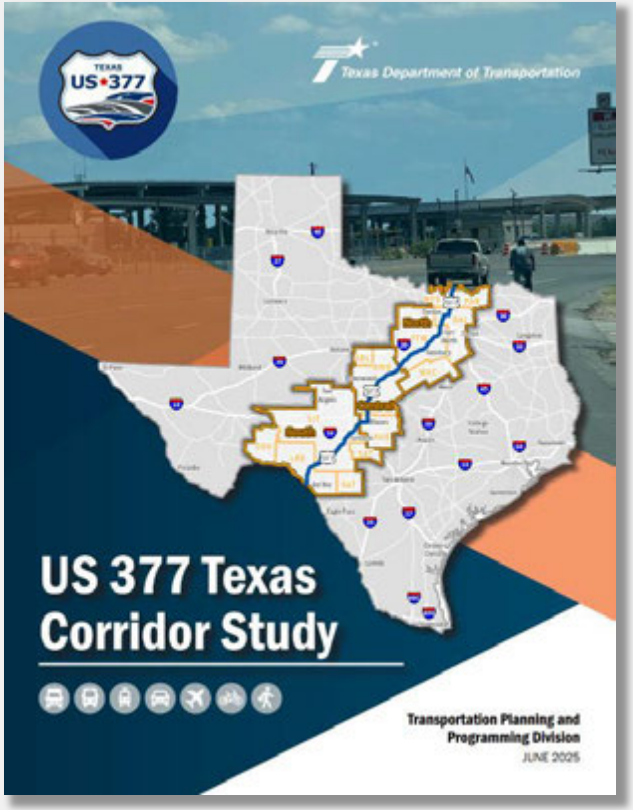


Near CR 350/ US 377, Kimble County

Corridor Study Report Update

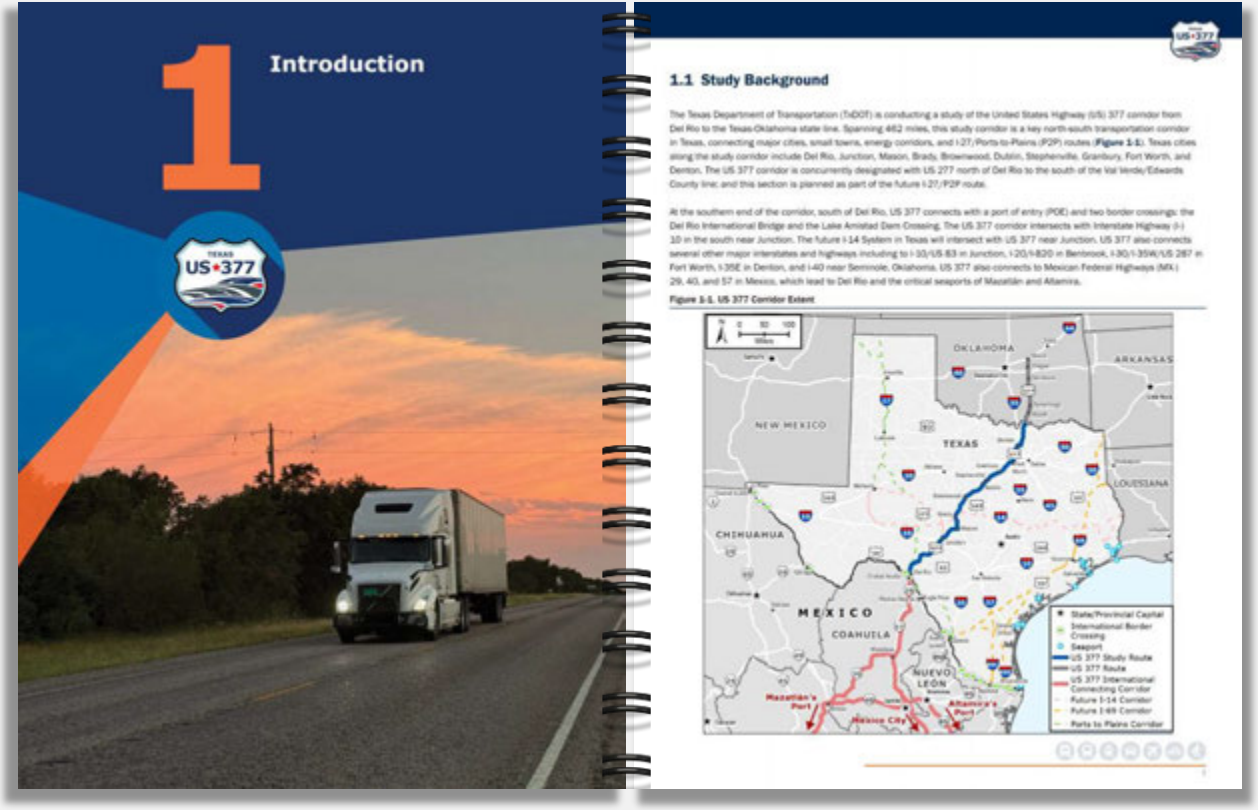
US 377 Texas Corridor Study

US 377 Texas Corridor Study – Final Report Structure



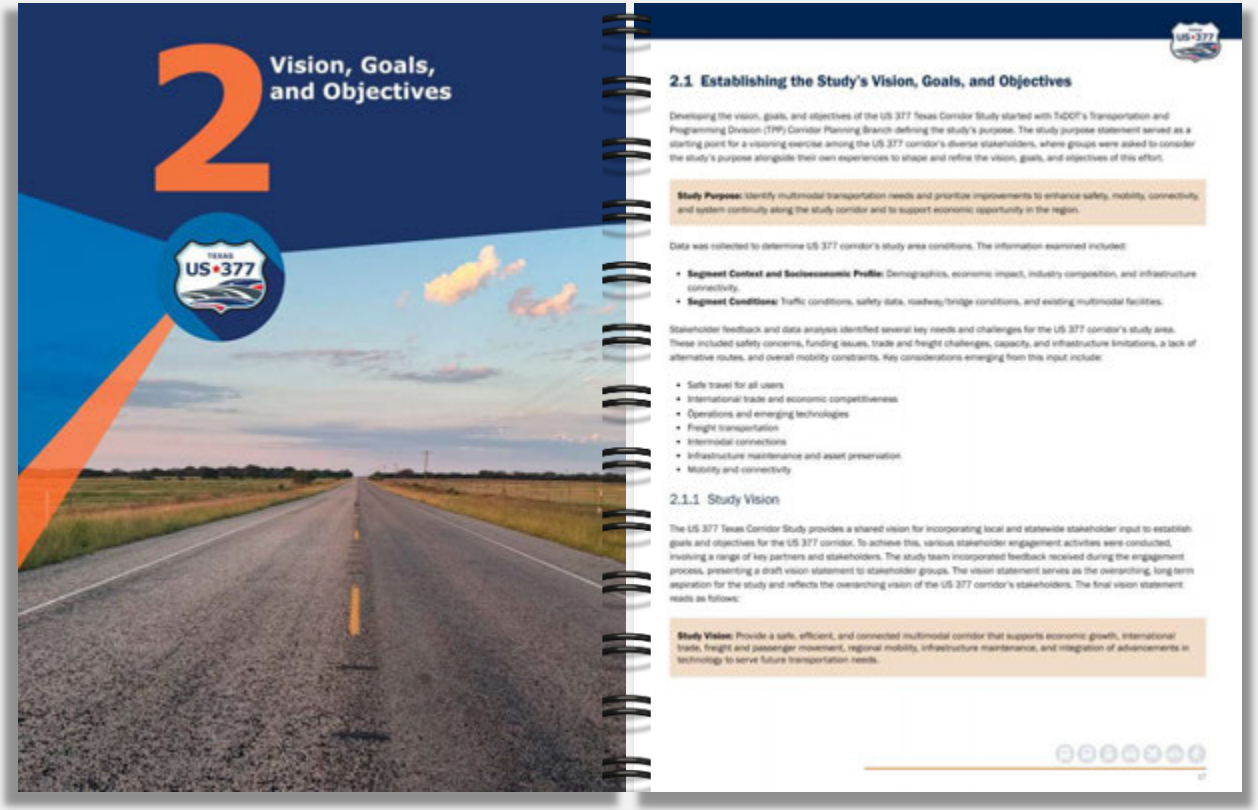
CHAPTER 1	Introduction
CHAPTER 2	Vision, Goals, and Objectives
CHAPTER 3	Significance of the US 377 Corridor
CHAPTER 4	Corridor Characteristics of the US 377 Corridor
CHAPTER 5	Stakeholder Engagement and Public Involvement Process
CHAPTER 6	Study Recommendations and Implementation Plan
CHAPTER 7	Economic Impacts of Improvements along the US 377 Corridor
CHAPTER 8	Funding Opportunities and Emerging Technologies

Chapter 1: Introduction



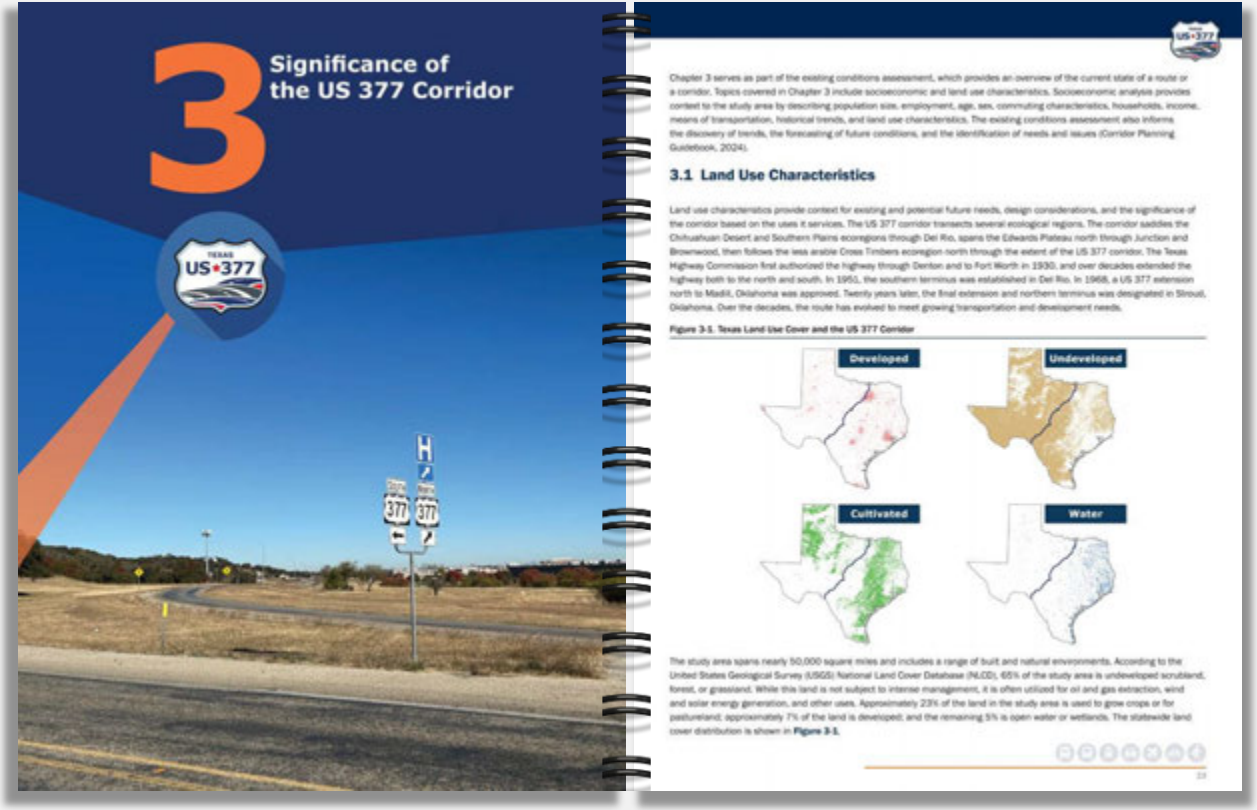
- Study Background
- Summary of Previous Plans & Studies
- Active Projects along the US 377 Texas Corridor

Chapter 2: Vision, Goals, and Objectives



- Study Vision
- Study Goals
- Study Objectives
- Stakeholder Groups

Chapter 3: Significance of the US 377 Corridor



Chapter 3 serves as part of the existing conditions assessment, which provides an overview of the current state of a route or a corridor. Topics covered in Chapter 3 include socioeconomic and land use characteristics. Socioeconomic analysis provides context to the study area by describing population size, employment, age, sex, commuting characteristics, households, income, means of transportation, historical trends, and land use characteristics. The existing conditions assessment also informs the discovery of trends, the forecasting of future conditions, and the identification of needs and issues (Corridor Planning Guidebook, 2024).

3.1 Land Use Characteristics

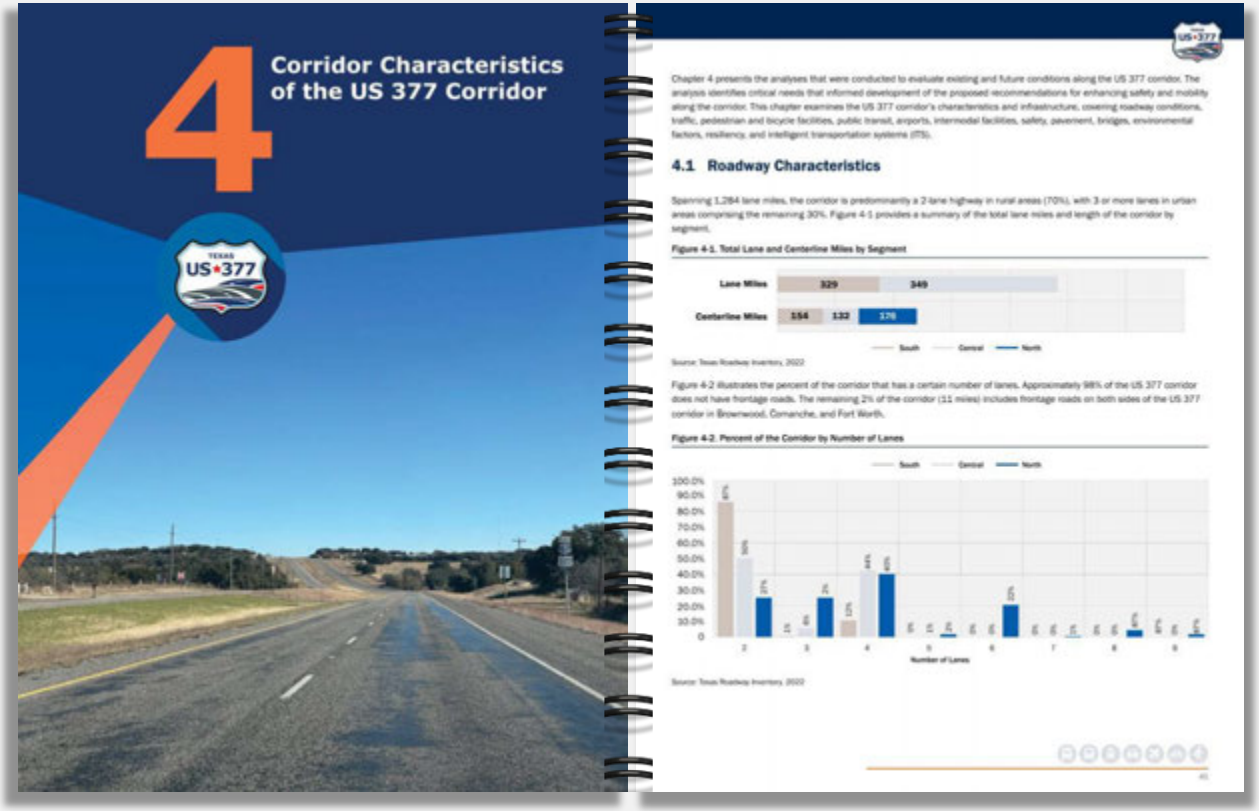
Land use characteristics provide context for existing and potential future needs, design considerations, and the significance of the corridor based on the uses it services. The US 377 corridor transects several ecological regions. The corridor saddles the Chihuahuan Desert and Southern Plains ecoregions through Del Rio, spans the Edwards Plateau north through Junction and Brownwood, then follows the less arable Cross Timbers ecoregion north through the extent of the US 377 corridor. The Texas Highway Commission first authorized the highway through Denton and to Fort Worth in 1930, and over decades extended the highway both to the north and south. In 1951, the southern terminus was established in Del Rio. In 1968, a US 377 extension north to Madill, Oklahoma was approved. Twenty years later, the final extension and northern terminus was designated in Stroud, Oklahoma. Over the decades, the route has evolved to meet growing transportation and development needs.

Figure 3-1. Texas Land Use Cover and the US 377 Corridor

The study area spans nearly 50,000 square miles and includes a range of built and natural environments. According to the United States Geological Survey (USGS) National Land Cover Database (NLCD), 65% of the study area is undeveloped scrubland, forest, or grassland. While this land is not subject to intense management, it is often utilized for oil and gas extraction, wind and solar energy generation, and other uses. Approximately 23% of the land in the study area is used to grow crops or for pastureland; approximately 7% of the land is developed; and the remaining 5% is open water or wetlands. The statewide land cover distribution is shown in **Figure 3-1**.

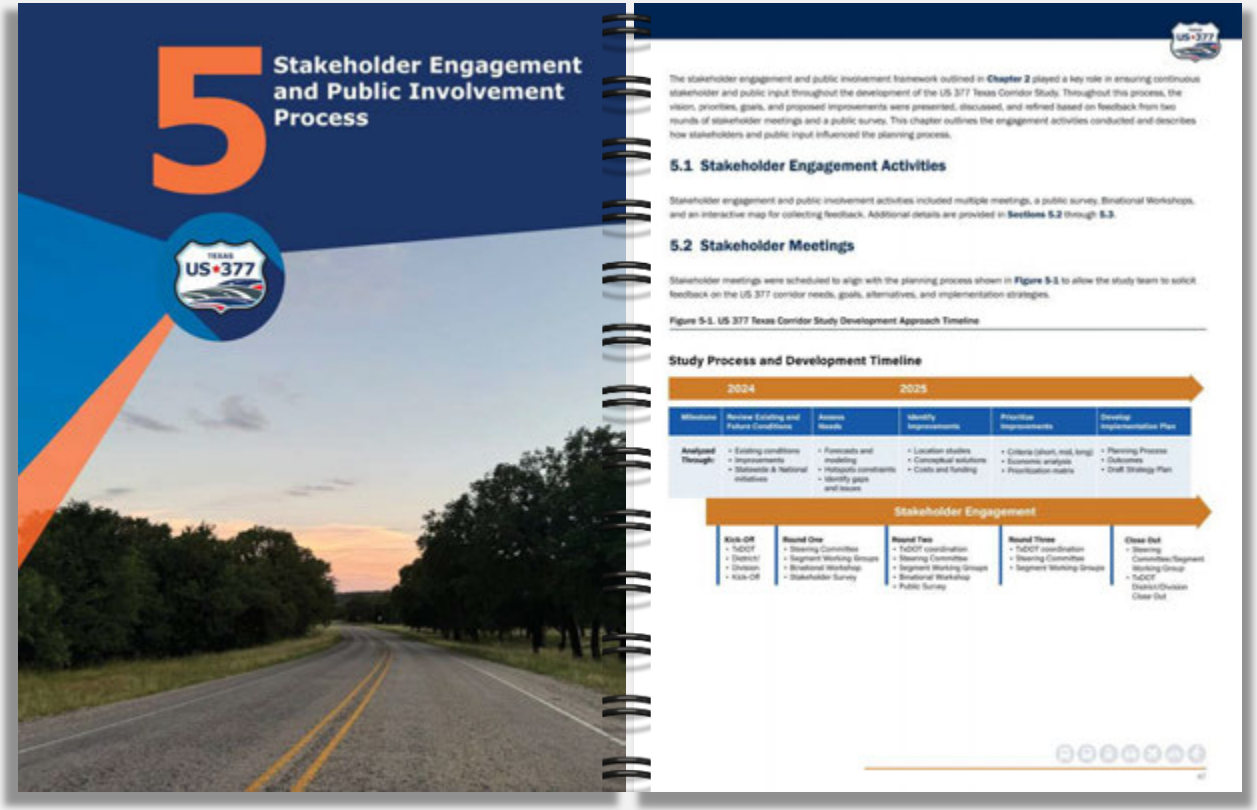
- Land Use Characteristics
- US 377 Texas Corridor Demographics Statistics and Trends
- Economic Importance

Chapter 4: Corridor Characteristics of the US 377 Corridor



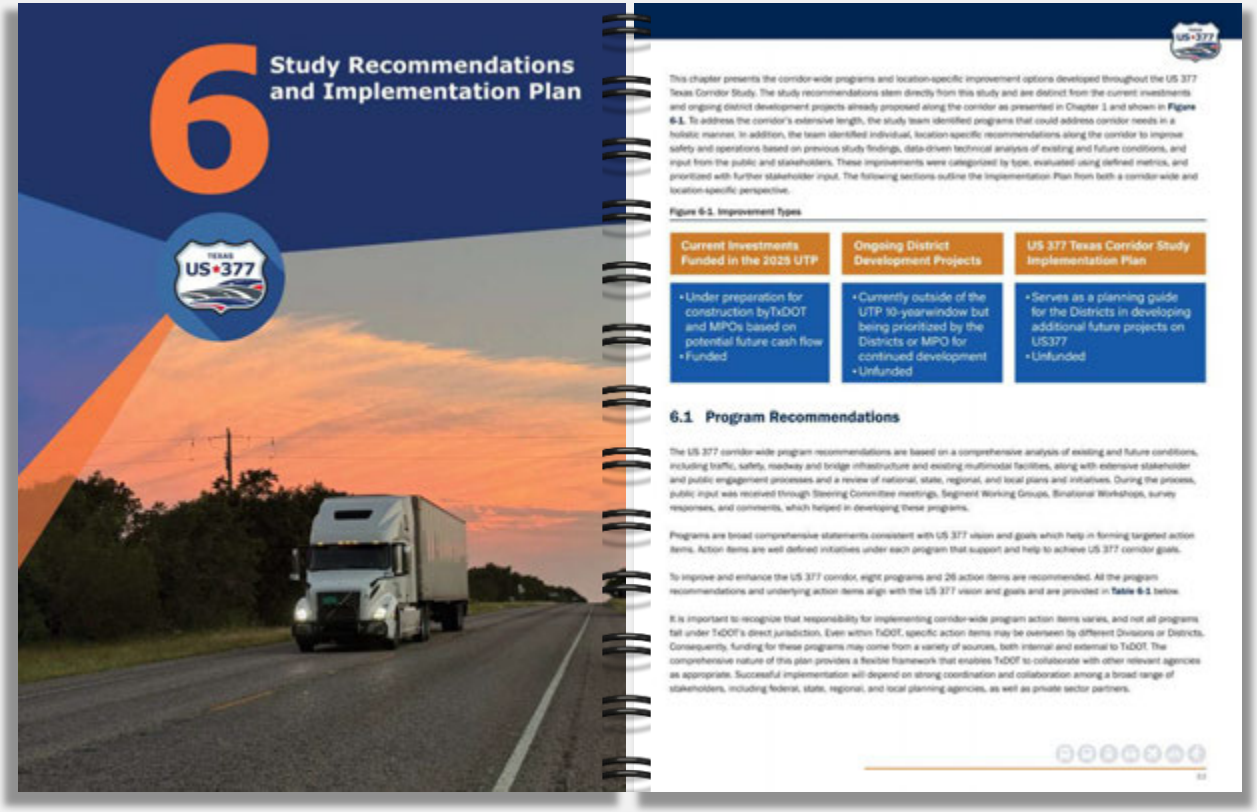
- Safety Statistics
- Existing and Forecasted Traffic Conditions
- Existing Infrastructure
- Environmental Conditions
- Resiliency
- Intelligent Transportation Systems

Chapter 5: Stakeholder Engagement and Public Involvement Process



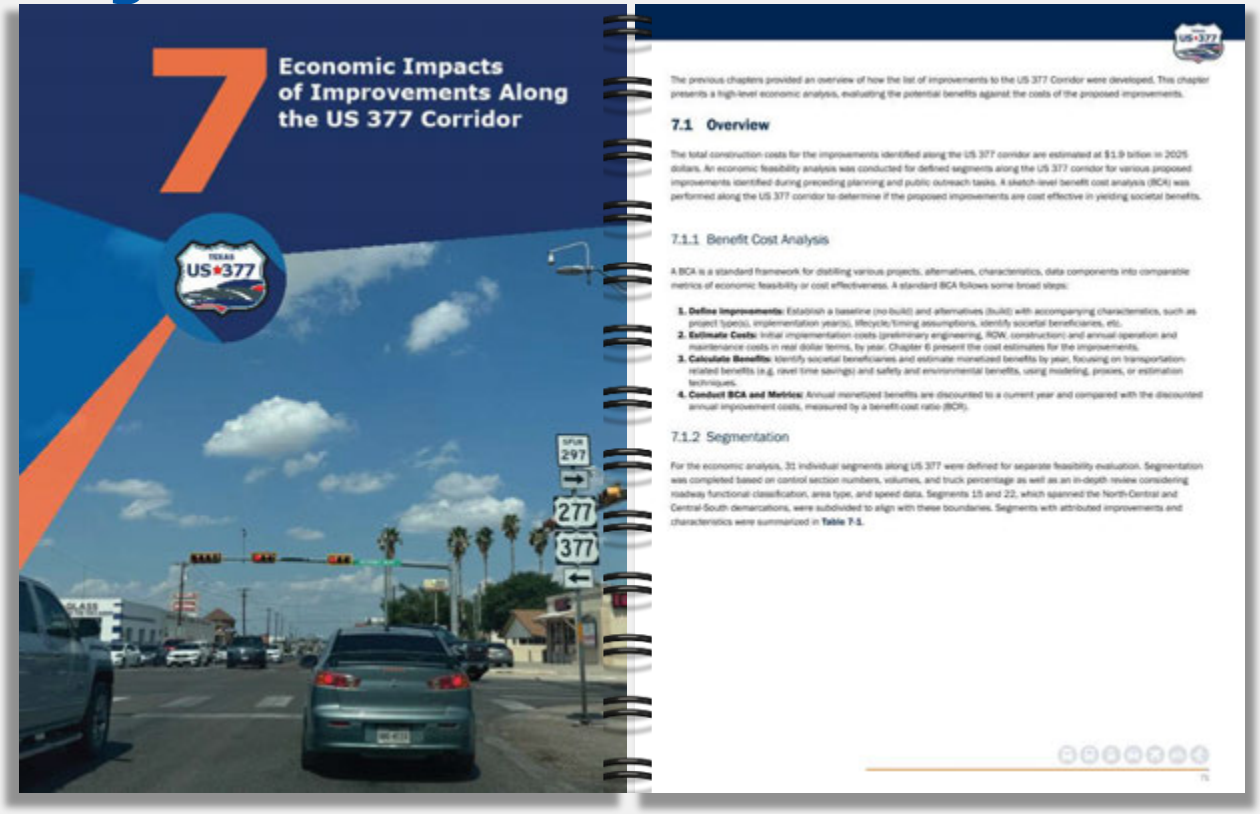
- Stakeholder Engagement and Public Involvement Approach
- Needs and Improvements Identified through Stakeholder Meetings
- Summary of Findings from Stakeholder Engagement Efforts
- Public Survey

Chapter 6: Study Recommendations and Implementation Plan



- Program Recommendations and Action Items
- Proposed Improvement Identification Process
- US 377 Implementation Plan

Chapter 7: Economic Impacts of Improvements Along the US 377 Corridor



The previous chapters provided an overview of how the list of improvements to the US 377 Corridor were developed. This chapter presents a high-level economic analysis, evaluating the potential benefits against the costs of the proposed improvements.

7.1 Overview

The total construction costs for the improvements identified along the US 377 corridor are estimated at $1.9 billion in 2025 dollars. An economic feasibility analysis was conducted for defined segments along the US 377 corridor for various proposed improvements identified during preceding planning and public outreach tasks. A sketch-level benefit cost analysis (BCA) was performed along the US 377 corridor to determine if the proposed improvements are cost effective in yielding societal benefits.

7.1.1 Benefit Cost Analysis

A BCA is a standard framework for distilling various projects, alternatives, characteristics, data components into comparable metrics of economic feasibility or cost effectiveness. A standard BCA follows some broad steps:

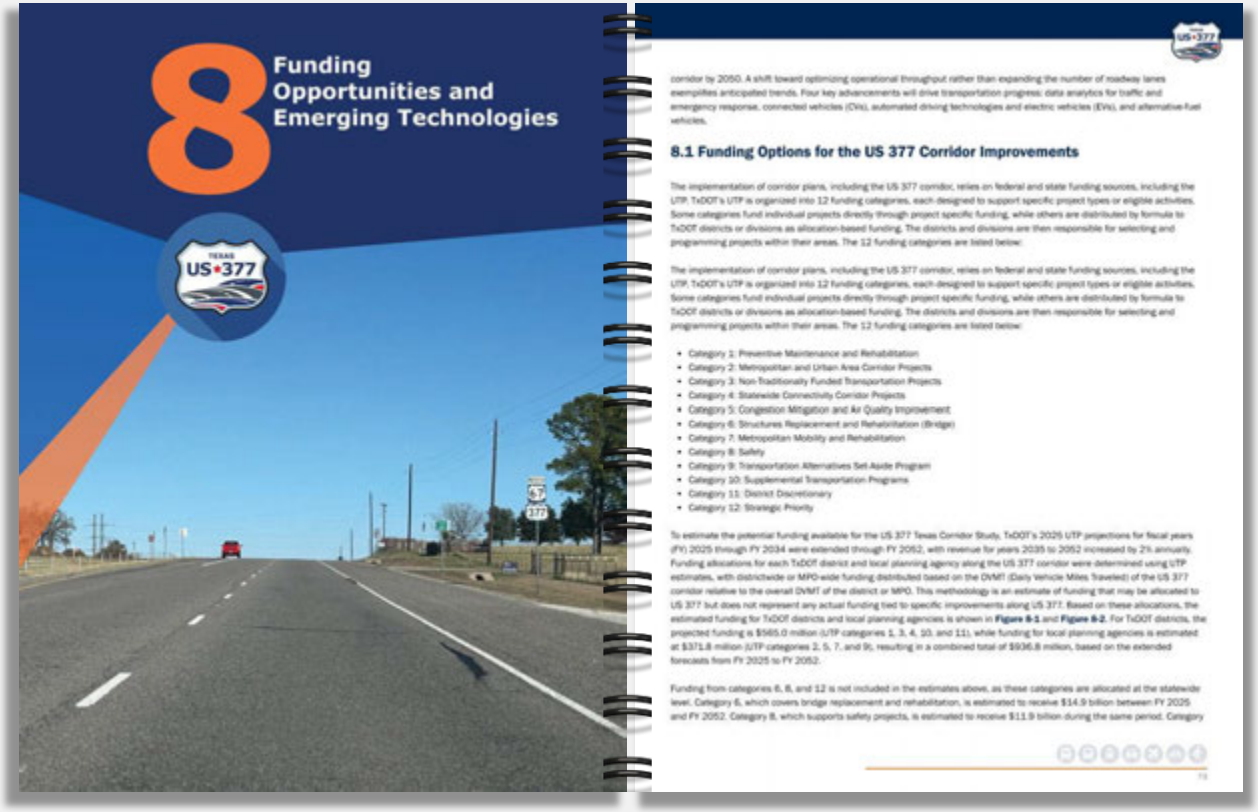
1. **Define Improvements:** Establish a baseline (no-build) and alternatives (build) with accompanying characteristics, such as project type(s), implementation year(s), lifecycle/timing assumptions, identify societal beneficiaries, etc.
2. **Estimate Costs:** Initial implementation costs (preliminary engineering, ROW, construction) and annual operation and maintenance costs in real dollar terms, by year. Chapter 6 present the cost estimates for the improvements.
3. **Calculate Benefits:** Identify societal beneficiaries and estimate monetized benefits by year, focusing on transportation-related benefits (e.g. travel time savings) and safety and environmental benefits, using modeling, proxies, or estimation techniques.
4. **Conduct BCA and Metrics:** Annual monetized benefits are discounted to a current year and compared with the discounted annual improvement costs, measured by a benefit-cost ratio (BCR).

7.1.2 Segmentation

For the economic analysis, 31 individual segments along US 377 were defined for separate feasibility evaluation. Segmentation was completed based on control section numbers, volumes, and truck percentage as well as an in-depth review considering roadway functional classification, area type, and speed data. Segments 15 and 22, which spanned the North-Central and Central-South demarcations, were subdivided to align with these boundaries. Segments with attributed improvements and characteristics were summarized in **Table 7-1**.

- Economic Impacts of the Proposed Improvements:
  - Benefits
  - Costs

Chapter 8: Funding Opportunities and Emerging Technologies



corridor by 2050. A shift toward optimizing operational throughput rather than expanding the number of roadway lanes exemplifies anticipated trends. Four key advancements will drive transportation progress: data analytics for traffic and emergency response, connected vehicles (CVs), automated driving technologies and electric vehicles (EVs), and alternative-fuel vehicles.

8.1 Funding Options for the US 377 Corridor Improvements

The implementation of corridor plans, including the US 377 corridor, relies on federal and state funding sources, including the UTP. TxDOT's UTP is organized into 12 funding categories, each designed to support specific project types or eligible activities. Some categories fund individual projects directly through project specific funding, while others are distributed by formula to TxDOT districts or divisions as allocation-based funding. The districts and divisions are then responsible for selecting and programming projects within their areas. The 12 funding categories are listed below:

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- Category 1: Preventive Maintenance and Rehabilitation
- Category 2: Metropolitan and Urban Area Corridor Projects
- Category 3: Non-Traditionally Funded Transportation Projects
- Category 4: Statewide Connectivity Corridor Projects
- Category 5: Congestion Mitigation and Air Quality Improvement
- Category 6: Structures Replacement and Rehabilitation (Bridge)
- Category 7: Metropolitan Mobility and Rehabilitation
- Category 8: Safety
- Category 9: Transportation Alternatives Set-Aside Program
- Category 10: Supplemental Transportation Programs
- Category 11: District Discretionary
- Category 12: Strategic Priority

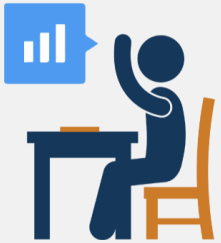
To estimate the potential funding available for the US 377 Texas Corridor Study, TxDOT's 2025 UTP projections for fiscal years (FY) 2025 through FY 2034 were extended through FY 2052, with revenue for years 2035 to 2052 increased by 2% annually. Funding allocations for each TxDOT district and local planning agency along the US 377 corridor were determined using UTP estimates, with districtwide or MPO-wide funding distributed based on the DVMT (Daily Vehicle Miles Traveled) of the US 377 corridor relative to the overall DVMT of the district or MPO. This methodology is an estimate of funding that may be allocated to US 377 but does not represent any actual funding tied to specific improvements along US 377. Based on these allocations, the estimated funding for TxDOT districts and local planning agencies is shown in **Figure 8-1** and **Figure 8-2**. For TxDOT districts, the projected funding is $565.0 million (UTP categories 1, 3, 4, 10, and 11), while funding for local planning agencies is estimated at $371.8 million (UTP categories 2, 5, 7, and 9), resulting in a combined total of $936.8 million, based on the extended forecasts from FY 2025 to FY 2052.

Funding from categories 6, 8, and 12 is not included in the estimates above, as these categories are allocated at the statewide level. Category 6, which covers bridge replacement and rehabilitation, is estimated to receive $14.9 billion between FY 2025 and FY 2052. Category 8, which supports safety projects, is estimated to receive $11.9 billion during the same period. Category

- Funding Opportunities
- Technological Impacts

Discussion: Executive Summary

What elements of the report are most important to cover in the Executive Summary?

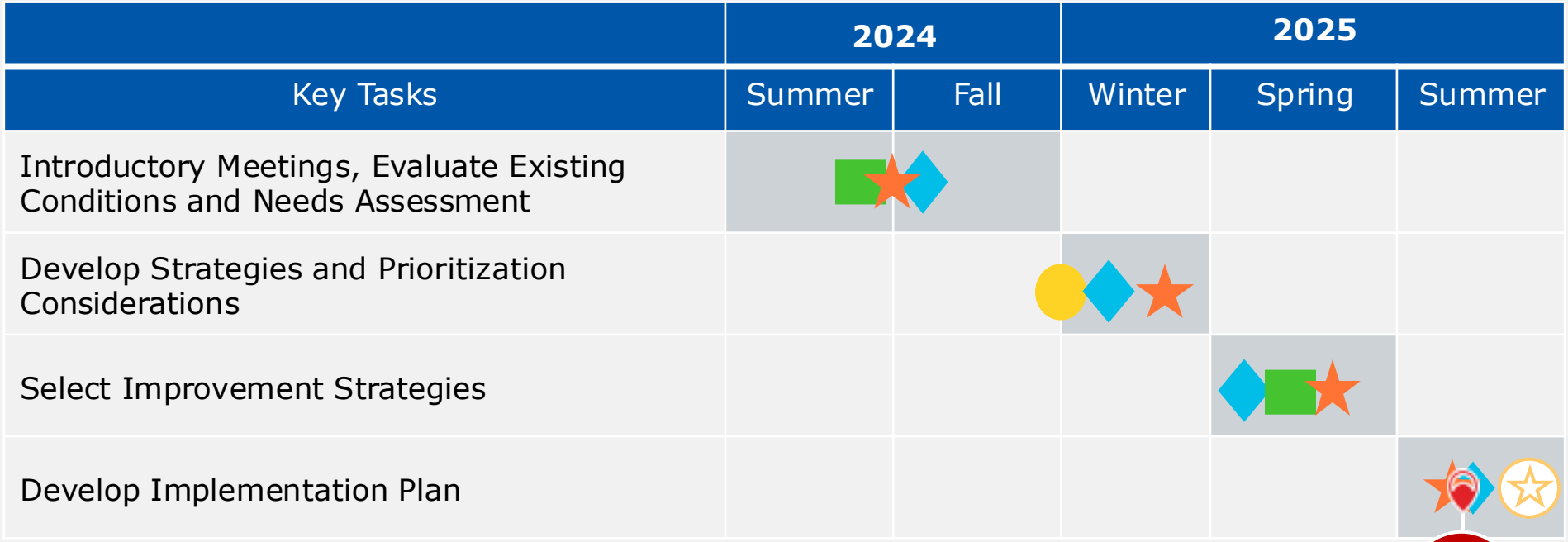


Source: US 377 Near CR 350, S of London, Kimble County

Final Steps, Questions, and Closing Remarks

US 377 Texas Corridor Study

US 377 Study Schedule



Source: US 377 Near CR 350, S of London, Kimble County

Questions

US 377 Texas Corridor Study

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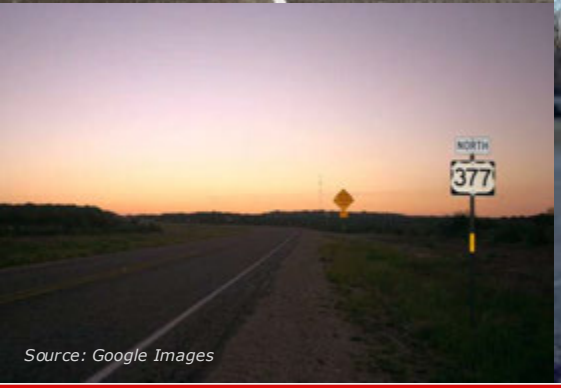
CLOSING REMARKS

Steering Committee Chair

Honorable Andy Eads

Denton County



Source: Google Images

MEETING ADJOURNED

Thank You!

6230 E. Stassney Lane | Austin, Texas 78744
512.463.8588
txdot.gov

Attachment C – Mentimeter Results

US 377 Texas Corridor Study Joint Closeout Meeting

Roll Call

Please provide your name, title, organization, and favorite summer activity.

Clay Barnett, Grayson County MPO, Fishing

Noel Paramanantham District Engineer TxDOT Paris District

Epi Gonzalez TxDOT Laredo District Engineer

Jodie Kelly, Planner, TxDOT BWD, swimming and boating at Lake Brownwood

Patti Warnasch, Rail Letting Section Director, TxDOT. Swimming!

jim jarratt Mayor City of Granbury travel to cooler climates

Mark Arrazola Executive Director Kimble County Chamber of Commerce Spending time in the river

Gregory Van Nieuwenhuize, Director of Public Works, City of Haltom City, travel

2 25

Roll Call

Please provide your name, title, organization, and favorite summer activity.

Jeff Sandford President & CEO Stephenville Economic Development Authority Outdoor activities

Dennis Sheridan Trophy Club Councilman

Dan Perry, TxDOT- Paris

John DeWitt, Director of Transportation Planning & Development, TxDOT San Angelo District

Eric J Martinez Public Relations, Middle Rio Grande Development Council, MRGDC Running

Jessica James, City of Benbrook, EDC Director

Erika Kemp STR Division Director, TxDOT

Ruth Ray, Chief of Staff, Tarrant County Judge, travel.

2 25

Roll Call

Please provide your name, title, organization, and favorite summer activity.

Robin Stallings Executive Director BikeTexas Riding ebikes on paved trails in cool climates

Omar Costilla, Laredo District, Transportation Specialist

Thomas Marquardt, TXDOT CMO Engineer, Fort Worth District.

Sarah Horner, PE Area Engineer - Hood Erath & Somervell Counties TXDOT Ft. Worth District Playing and traveling with my children

Jason Scantling Director of TP&D TxDOT Brownwood District

Hilary Stephans, HR Officer, Texas Health Resources and Board Member, Stephenville Chamber of Commerce

Roberto Rodriguez, P.E. Director of TP&D. TxDOT-Laredo District

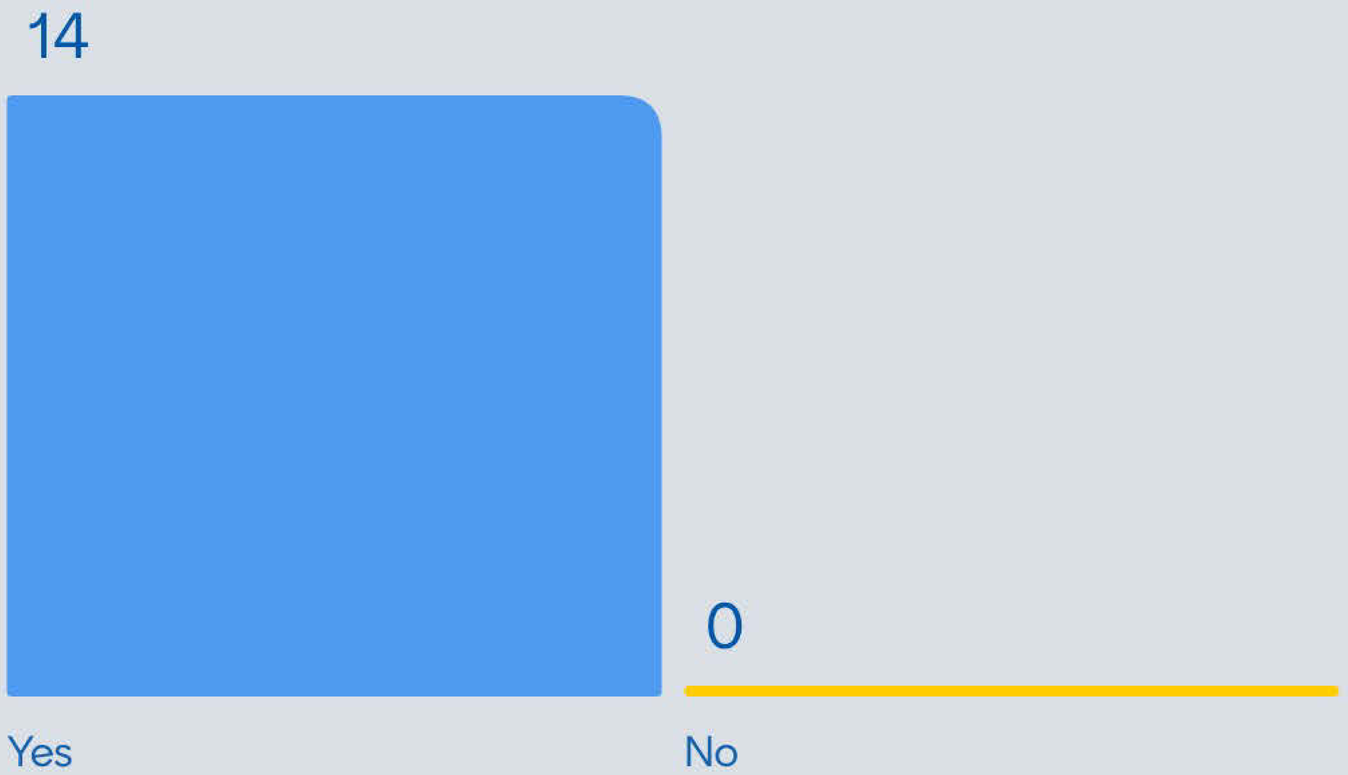
Mohammad AL Hweil, PE- Metro Advance Transportation Planning Director, TXDOT Fort Worth District

2 25

Roll Call

Please provide your name, title, organization, and favorite summer activity.

Bethany Kurtz, TxDOT
PIO

2 25

Do these updates to the Implementation Plan further address the needs of the US 377 corridor?