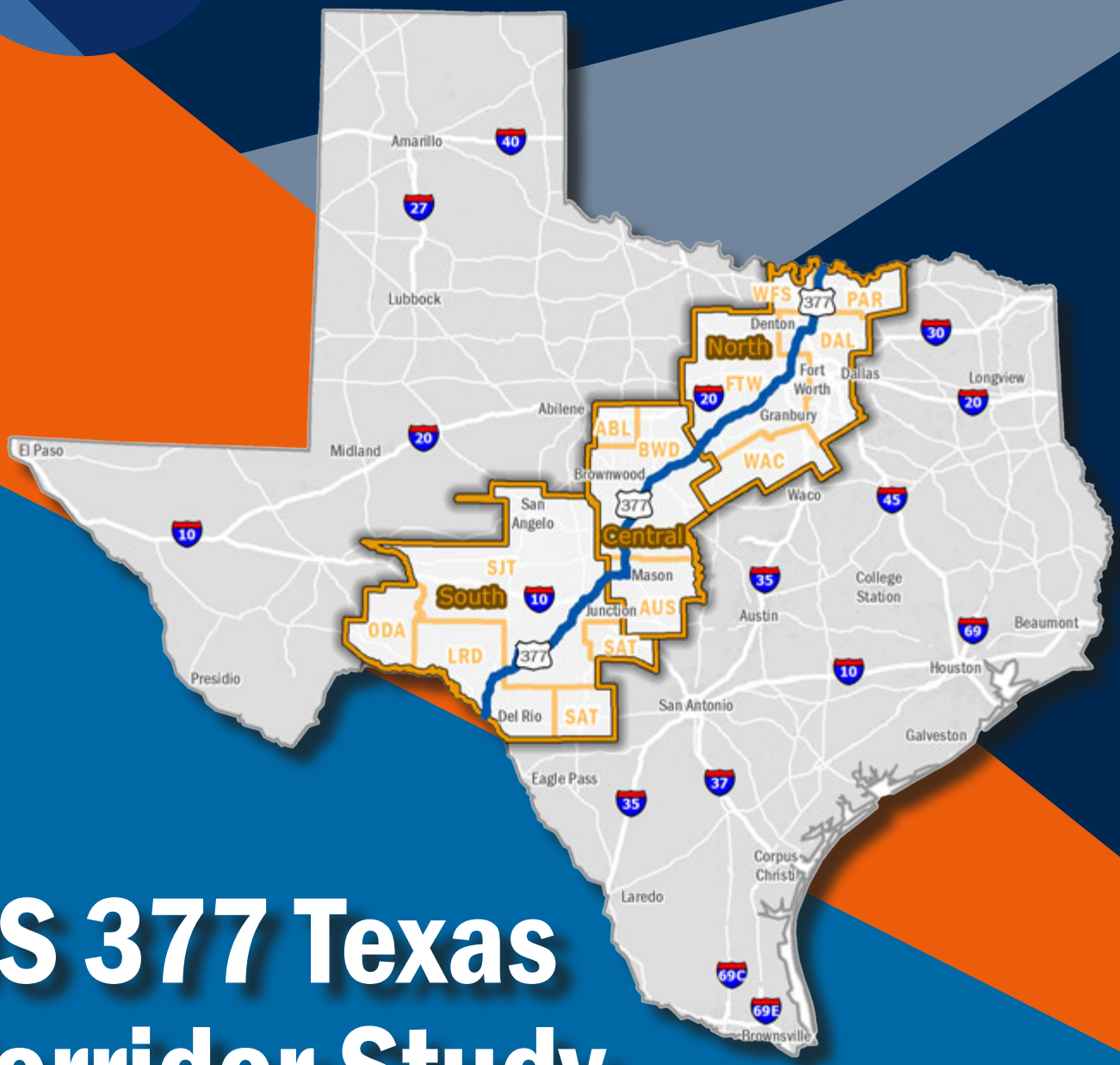
Texas Department of Transportation



US 377 Texas Corridor Study

Executive Summary

Transportation Planning and Programming Division

JULY 2025

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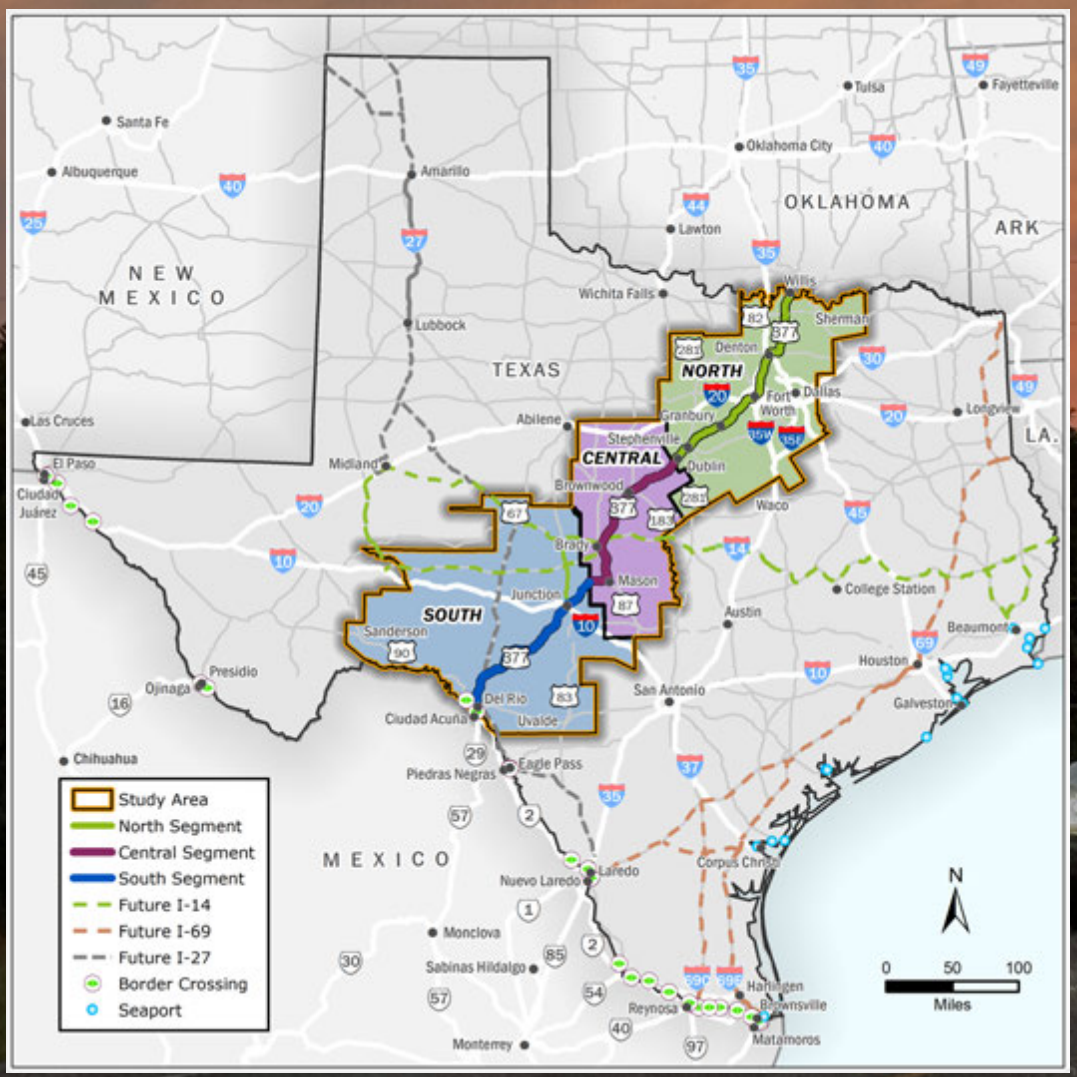
The US 377 corridor is a significant corridor in facilitating economic opportunities, freight movement, and regional mobility from the international border at Del Rio to the Texas-Oklahoma state line. **Spanning 462 miles, the US 377 corridor is an optimal diagonal route that connects the Del Rio Port of Entry (POE) in the south to the Dallas-Fort Worth (DFW) metro area and the Texas-Oklahoma state line in the north.** As one of Texas' critical highway routes and a key component of the Texas Trunk System and freight network, the US 377 corridor connects smaller communities, rural areas, and important economic and recreational regions within Texas and the United States (U.S.)-Mexico border.

Texas cities near the US 377 corridor include Del Rio, Junction, Mason, Brady, Brownwood, Dublin, Stephenville, Granbury, Dallas, Fort Worth, Denton, and Sherman. The US 377 corridor is concurrently designated with US 277 north of Del Rio to the south of the Val Verde/Edwards County line; this section is planned as part of the future Interstate (I)-27.



US 377 Corridor in Texas

At the southern end of the corridor, US 377 provides an important connection to the Del Rio POE and two border crossings: the Del Rio International Bridge and the Lake Amistad Dam Crossing. The US 377 corridor intersects with I-10 in the south near Junction. The future I-14 will intersect with US 377 near Junction. US 377 also connects several other major interstates and highways, including I-10/US 83 in Junction, I-20/I-820 in Benbrook, I-30/I-35W/US 287 in Fort Worth, I-35E in Denton, and I-40 near Seminole, Oklahoma. US 377 also connects to Mexican Federal Highways 9, 40, and 57 in Mexico, which lead to Del Rio and the critical seaports of Mazatlán and Altamira.

In the north, US 377 continues nearly 150 miles past the study boundary into Oklahoma, including the cities of Madill, Tishomingo, Seminole, Prague, and Stroud, with the northern terminus being at State Highway (SH) 99 north (N)/I-44 exit/Turner Turnpike – Oklahoma City, Tulsa.

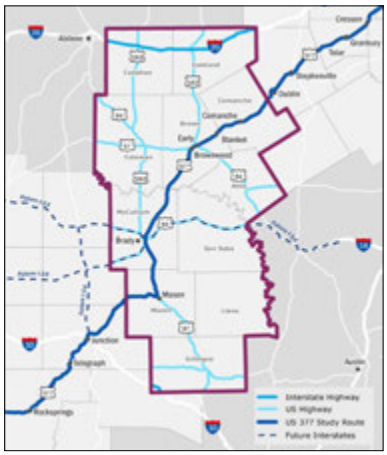
Based on the delineation of Texas Department of Transportation (TxDOT) districts, the US 377 corridor was divided into three geographic segments for stakeholder outreach, technical analysis, and implementation plan. These geographic segments are the South, Central, and North Segments.

South Segment

The South Segment spans approximately 154 miles from the Mexico/City of Del Rio border to the Menard/Mason County line.

Central Segment

The Central Segment spans approximately 132 miles from the Menard/Mason County line to the Comanche/Erath County line.



North Segment

The North Segment spans approximately 176 miles from the Comanche/Erath County line to the Oklahoma state line.

Significance of the US 377 Corridor

The US 377 corridor is of significant regional and local importance. The corridor plays a vital role in facilitating the movement of people and goods, serving as one of Texas' critical highway routes that connects the international border at the Del Rio POE, through DFW (one of the largest metros in the U.S.) and the Texas-Oklahoma state line.

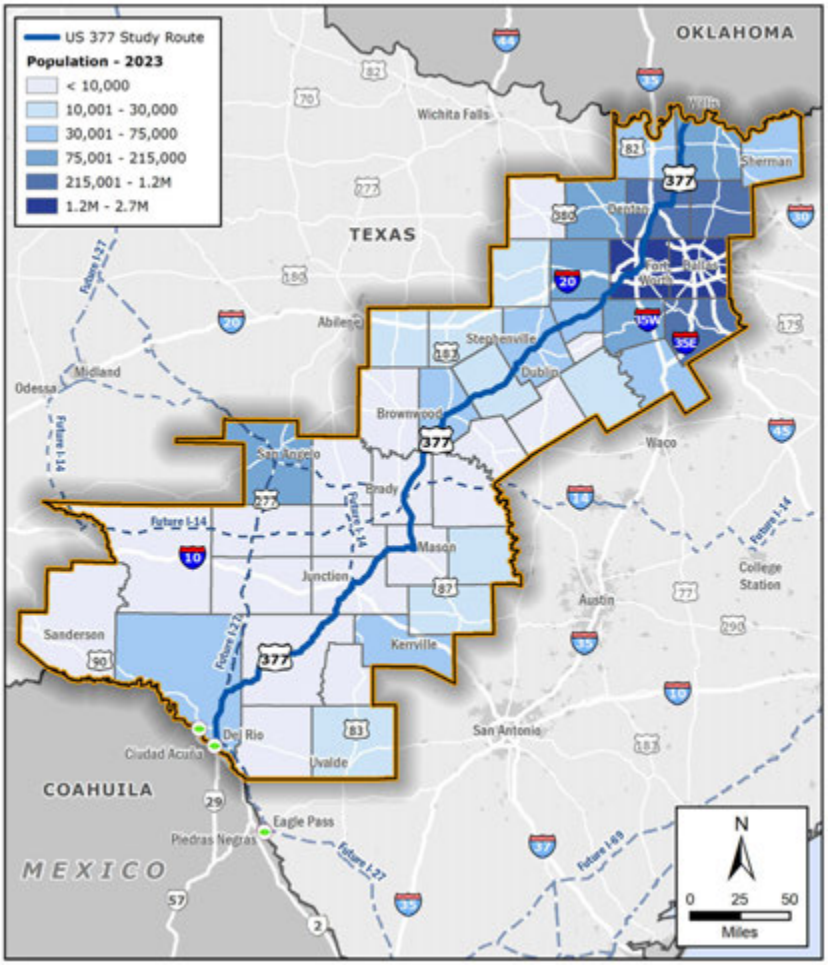
Connecting Texans

The importance of the US 377 corridor is highlighted through the nearly nine million Texans within the study area that the corridor served in 2023, which accounted for 28 percent (%) of the state's population. According to S&P Global, the US 377 corridor study area is projected to grow from 8.6 million people in 2023 to 11 million people in 2050. The US 377 corridor's 29% growth is similar to the 28% statewide growth projected over the same period. The growth rate for the North Segment is projected to be 30% from 2023 to 2050, which is the highest population growth of all segments. This is followed by the South Segment with a projected growth rate of 1% and the Central Segment at 0.2%.

Top 10 Fastest-Growing Counties by Population (1990 through 2023)

- Collin (North)
- Denton (North)
- Parker (North)
- Ellis (North)
- Hood (North)
- Wise (North)
- Johnson (North)

2023 US 377 Corridor Population by County



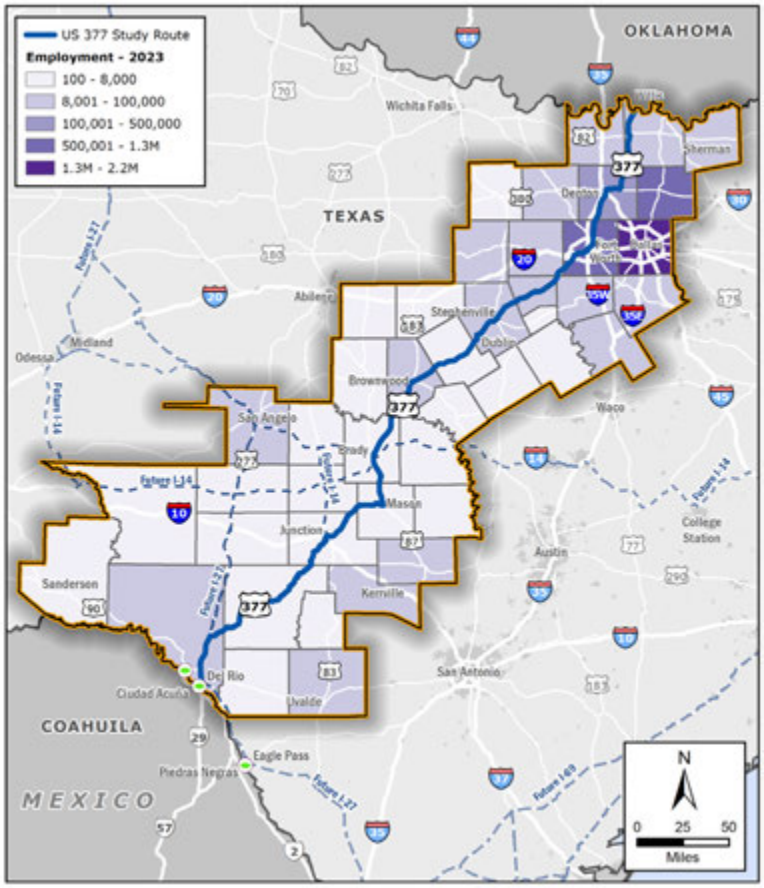
Connecting Opportunities and National Industries

The US 377 corridor links smaller communities, rural areas, and important economic and recreational regions within Texas and the U.S.-Mexico border. The corridor provides key connections across Texas through its role as part of both the Texas Highway Trunk System (Trunk System) and the Texas Highway Freight Network.

In 2023, more than 4 million employees worked within the study area. The US 377 corridor study area accounts for one in three jobs statewide, or 31.6% of the state's 13.9 million jobs. Employment within the study area is projected to grow by 29% between 2023 and 2050, which is similar to the 28% statewide growth projected over the same period. The North Segment is projected to experience the highest growth at 30%, higher than the state of Texas. The Central and South Segments are forecasted to grow at a rate of 8% and 9%, respectively.

Gross Domestic Product (GDP) within the study area represents 31.8% of Texas' total GDP and is projected to grow by 89% from $646 billion in 2023 to $1.2 trillion by 2050. Most of the GDP growth is projected to occur within the North and Central Segments at 89% and 88% respectively.

2023 US 377 Corridor Population by County



The US 377 corridor study area supports several major industries, with the top three industries in 2022 being Finance, Insurance, Real Estate, Rental, and Leasing ($163 B); Professional and Business Services ($64 B); and Manufacturing ($61 B). The study area contains over 250,000 freight-intensive jobs, with the highest concentrations found in Dallas, Tarrant, Denton, Collin, and Ellis Counties.

US 377 Corridor Current and Future Conditions

Population Growth on US 377

8.6 *million in 2023*

11 *million in 2050*

29% *percent change*

Employment Growth on US 377

4.4 *million in 2023*

5.7 *million in 2050*

29% *percent change*

Gross Domestic Product on US 377

646 *billion in 2023*

1.2 *trillion in 2050*

89% *percent change*

Freight Tonnage on US 377

Most freight tonnage along the US 377 corridor either originates or is destinated for the DFW metroplex.

US 377 Texas Corridor Study

TxDOT Transportation Planning and Programming Division (TPP) initiated the US 377 Texas Corridor Study in 2024 as a long-range, comprehensive review of this regionally and locally significant corridor in Texas. The US 377 corridor faces challenges to enhance safety, support economic growth, accommodate population increases, and manage existing and future traffic on the US 377 corridor over the next 25 years. The study followed a structured, phased approach to analyzing conditions, engaging stakeholders, and developing prioritized recommendations. The study team was tasked with considering a wide range of issues, needs, and improvements to establish a shared vision through stakeholders, communities, and TxDOT collaboration, setting clear goals, and objectives. Key US 377 corridor considerations included safety, international trade, emerging technologies and freight, asset preservation, connectivity, mobility, economic competitiveness, and multimodal passenger and freight.

Study Purpose
To identify multimodal transportation needs and prioritize improvements to enhance safety, mobility, connectivity, and system continuity along the US 377 corridor and to support economic opportunity in the region.

Goals and Objectives

To accomplish its purpose, the US 377 Texas Corridor Study's key considerations broadly aligned with TxDOT's 2025-2029 Strategic Plan, which in turn gave way to the following study goals and objectives.

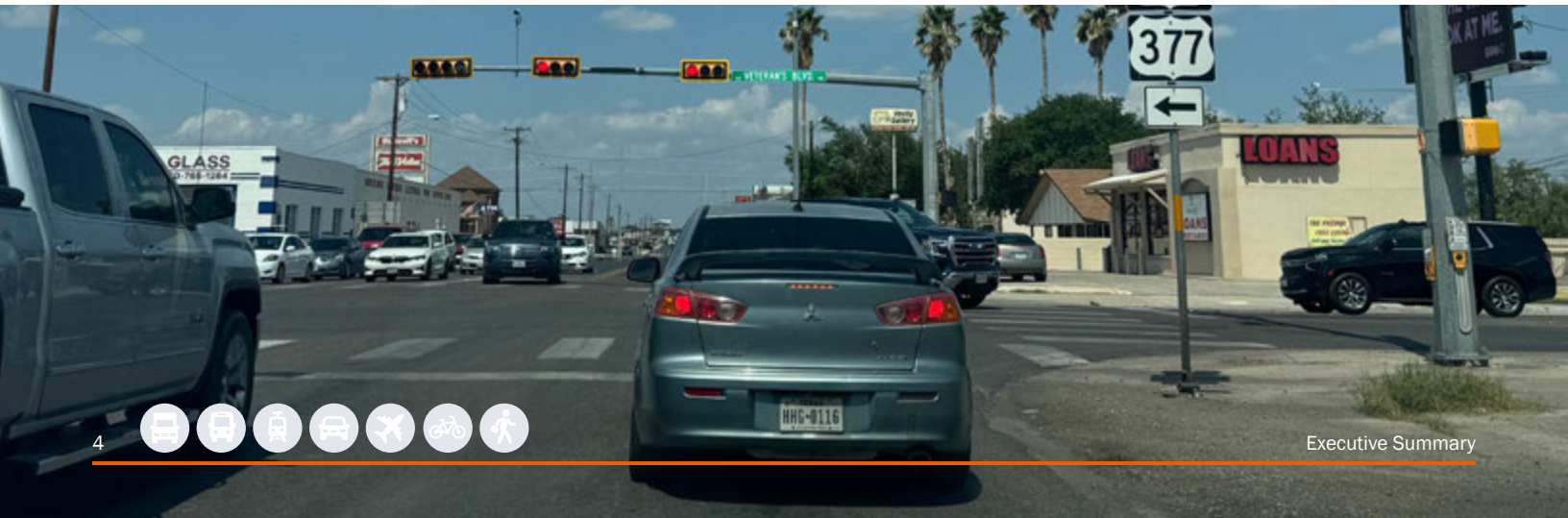
Improve Safety to reduce crashes, improve multimodal safety, prioritize infrastructure improvements, and mitigate safety risks at railroad crossings and flood-prone areas.

Support Economic Growth, Freight, and International Trade by identifying and investing in critical projects to strengthen the corridor's vital role in facilitating goods, services, and international commerce.

Reduce Congestion and Improve Mobility by improving multimodal options, implementing roadway improvements, and increasing efficiency of freight movement.

Enhance Corridor Connectivity by enhancing rail and freight connection, providing alternative routes, and identifying and improving pedestrian and bike infrastructure gaps.

Invest in Asset Preservation by modernization aging infrastructure to maximize its lifespan and streamline maintenance activities to local, regional, and state partners.



Other Relevant Plans and Studies

Ongoing plans, previously completed studies, major investments, and district development projects were identified along the US 377 Texas corridor to inform the analysis and final recommendations of this study.

US 377 Texas Corridor Previous Plans and Studies

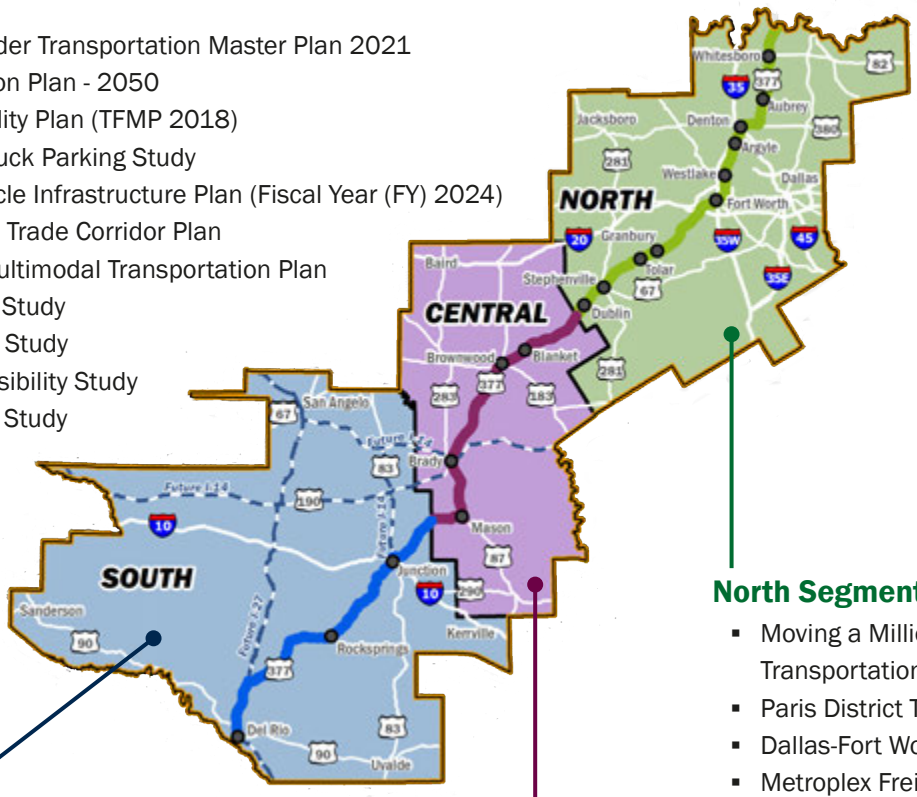
21 Council of Governments (COG), Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Organizations (RTPOs)

63 Current investments and ongoing district development projects

From these plans and studies, the Future I-14, I-10 Texas Corridor Study, Future I-27, I-20 Texas Corridor Study, and Texas House Bill 4422 Study were highlighted for review due to their significant contributions and nature as foundations for this implementation plan. TxDOT districts are currently working to address several deficiencies along the US 377 corridor, including traffic, safety, and maintenance issues.

Statewide

- Texas - Mexico Border Transportation Master Plan 2021
- Texas Transportation Plan - 2050
- Texas Freight Mobility Plan (TFMP 2018)
- Texas Statewide Truck Parking Study
- Texas Electric Vehicle Infrastructure Plan (Fiscal Year (FY) 2024)
- Texas International Trade Corridor Plan
- Texas Statewide Multimodal Transportation Plan
- Texas Intercity Bus Study
- I-20 Texas Corridor Study
- Ports-to-Plains Feasibility Study
- I-10 Texas Corridor Study
- Future I-14
- US 287 Corridor Feasibility Study



South Segment

- San Angelo District TSMO Plan
- Laredo District TSMO Plan

Central Segment

- Brownwood District TSMO Plan
- US 377/Main Street – Brownwood Study
- US 377 Relief Route Study

North Segment

- Moving a Million: Fort Worth Master Transportation Plan
- Paris District TSMO Plan
- Dallas-Fort Worth District TSMO Plan
- Metroplex Freight Mobility Study
- City of Granbury Comprehensive Plan
- Regional Outer Loop Study - Denton County
- Dallas-Fort Worth Air Quality Improvement Plan

Stakeholder Engagement and Public Involvement

The US 377 Texas Corridor Study was shaped by a structured and inclusive stakeholder engagement strategy. At the core of this approach was the establishment of a Steering Committee and three Segment Working Groups (South, Central, and North), which served as the primary forums for input, collaboration, and guidance throughout the study. These groups brought together a diverse group of stakeholders to ensure regional perspectives, technical knowledge, and strategic priorities were incorporated into every phase of the study process.

US 377 Texas Corridor Study Development Approach 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 and modeling ▪ Hotspots constraints ▪ Identify gaps and issues	▪ Location studies ▪ Conceptual solutions ▪ Costs and funding	▪ Criteria (short, mid, long) ▪ Economic analysis ▪ Prioritization matrix	▪ Planning Process ▪ Outcomes ▪ Draft Strategy Plan

Stakeholder Engagement

Kickoff
- TxDOT District/ Division Kickoff

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

Closeout
- Joint Steering Committee/Segment Working Group
- TxDOT District/Division Closeout

Study Vision

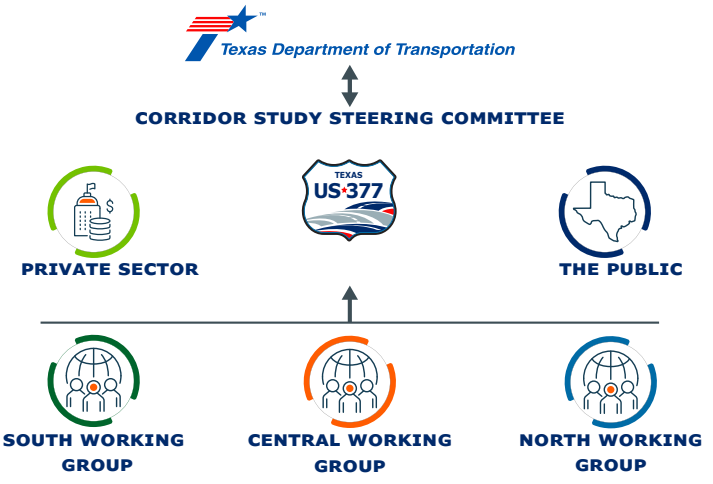
"Provide a safe, efficient, and connected multimodal corridor that supports economic growth, international trade, freight and passenger movement, regional mobility, infrastructure maintenance, and integration of advancements in technology to serve future transportation needs."

Approach

The Steering Committee, composed of representatives from across the entire corridor, provided high-level oversight and strategic direction. Meanwhile, the three Segment Working Groups focused on the unique needs, challenges, and opportunities within each segment of the corridor. Collectively, these bodies reviewed study findings, discussed technical analyses, and provided recommendations on proposed improvements, both segment-specific and corridor-wide. The US 377 corridor's stakeholder groups were formally convened in September 2024 and continued to meet regularly throughout the study.

In addition to these core groups, targeted engagements were conducted with other key partners and agencies to ensure a comprehensive understanding of the corridor's needs. These included Binational Workshops, TxDOT District Meetings, and TxDOT Division Meetings, as well as a public survey with an interactive map.

US 377 Texas Corridor Study Organization of Stakeholder and Public Engagement Groups



Stakeholder Feedback

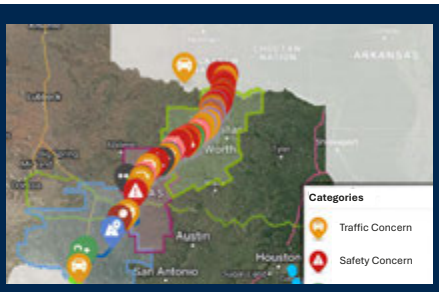
The stakeholder engagement and public involvement framework played a key role in ensuring continuous stakeholder and public input throughout the development of the US 377 Texas Corridor Study. Designed to be inclusive and iterative, this framework ensured that stakeholders and the public were meaningfully engaged throughout the planning process. This broad input helped ground technical findings and highlight specific community needs.

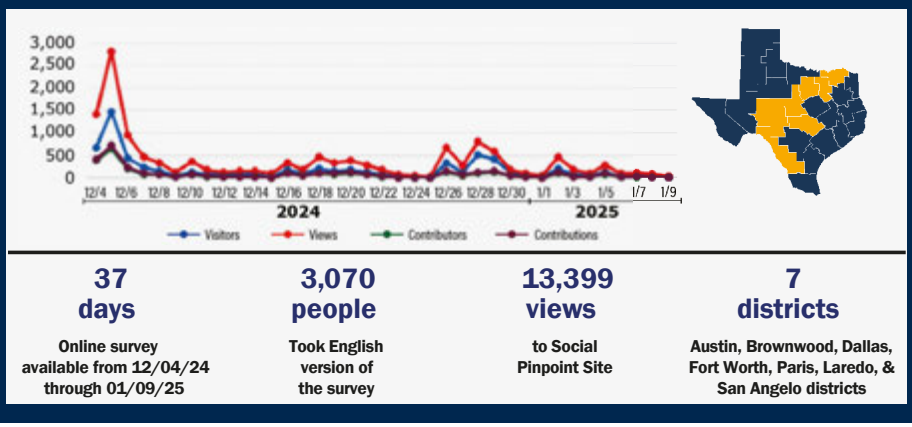
13
Meetings (Steering Committee and Working Groups)

2
Binational Workshops

3,700+
Survey Responses and Public Input Records

7
TxDOT Districts Participating





37 days
Online survey available from 12/04/24 through 01/09/25

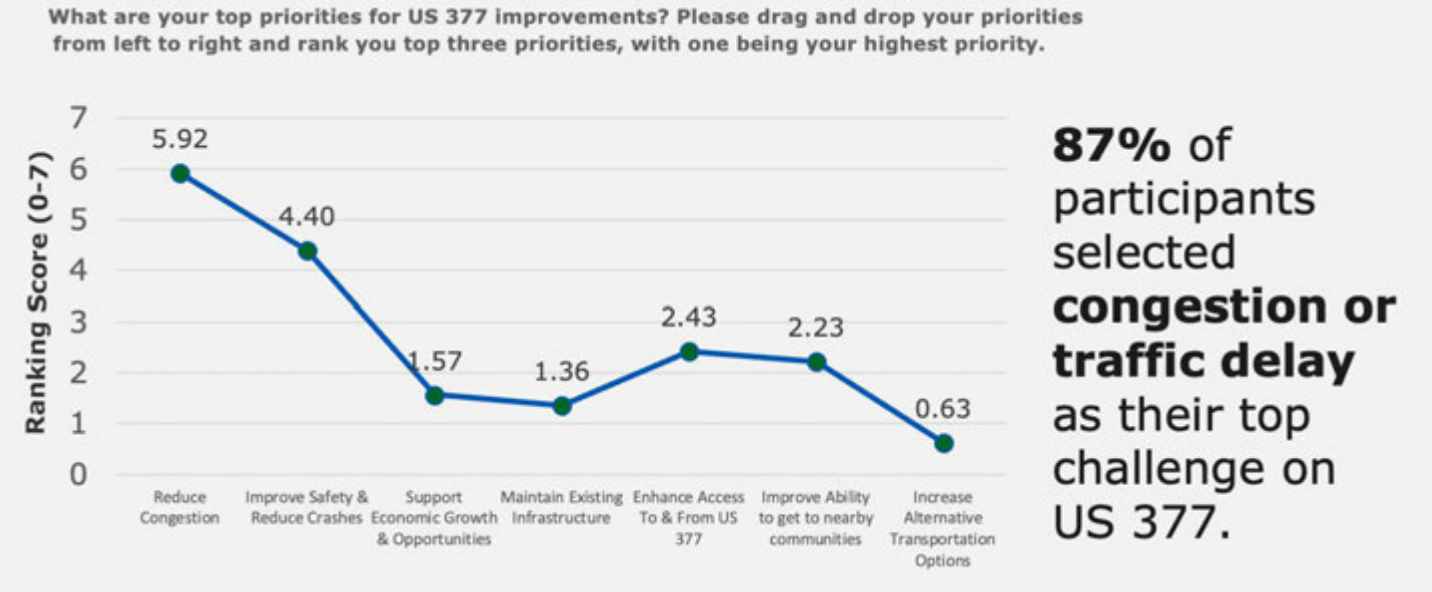
3,070 people
Took English version of the survey

13,399 views
to Social Pinpoint Site

7 districts
Austin, Brownwood, Dallas, Fort Worth, Paris, Laredo, & San Angelo districts

When asked about current challenges on the US 377 corridor, public survey respondents identified congestion or traffic delays, limited alternate routes, and safety concerns as the top issues. Other priorities of concern included safe travel for all users, international trade and economic competitiveness, operations and emerging technologies, freight transportation, intermodal connections, infrastructure maintenance and asset preservation, and mobility and connectivity.

Top Priorities for Improvements along the US 377 Texas Corridor per Survey Participants



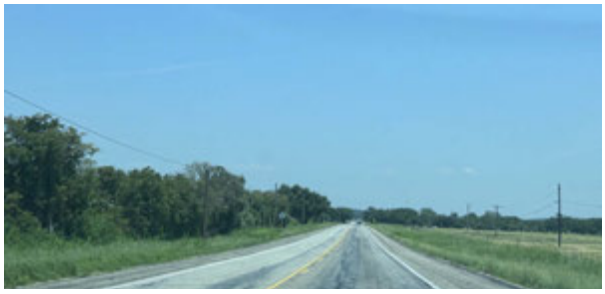
US 377 Texas Corridor Needs

Despite ongoing and planned improvements along the US 377 Texas corridor, rural and urban needs and concerns were identified by stakeholders, the traveling public, and private sector representatives.

Rural and Urban Concerns along the US 377 Texas Corridor

RURAL CONCERNS

- Safety Concerns
  - Speeding
- Connectivity issues
  - Limited cellphone coverage
  - Need upgraded interchange
- Flooding
- Bike/Ped safety concerns
  - No infrastructure in place



URBAN CONCERNS

- Congestion
  - Traffic from new developments and growth
- Connectivity
  - Need for alternative routes
- Safety
  - Intersection concerns
  - Speed
- Multimodal
  - Need for bike and pedestrian infrastructures
- Roadway
  - Widening of lanes

Location specific concerns showed that 43% were related to safety, followed by traffic concerns at 36%. Other common observations about the US 377 Texas corridor included concerns related to intersection safety, wildlife hazards, lack of passing lanes, the need for bike and pedestrian infrastructure, roadway widening, traffic flow, and congestion.

Stakeholder-and-Public-Identified Critical Locations along the US 377 Texas Corridor

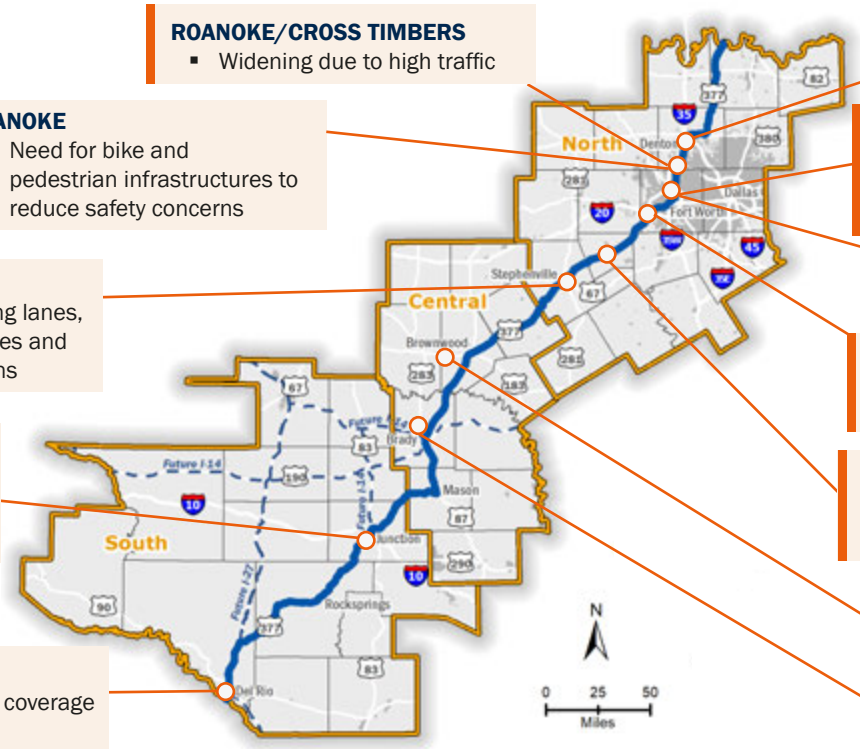
ROANOKE/CROSS TIMBERS
- Widening due to high traffic

ROANOKE
- Need for bike and pedestrian infrastructures to reduce safety concerns

STEPHENVILLE
- Lack of passing lanes, causing crashes and safety concerns

JUNCTION
- Four corners intersection safety concern

DEL RIO
- Limited cellphone coverage
- Lack of rest areas
- Traffic and congestion with the future I-27 route



DENTON
- Lack of sidewalks and need for bike lanes

HALTOM CITY
- Need for bike and pedestrian infrastructure due to high foot and bike traffic

TARRANT
- Intersection concern

BENBROOK
- Signalized light needed to improve traffic flow

TOLAR
- Speed limit is too low, causing passing and safety concerns

BRADY AND BROWNWOOD
- Bypasses needed

BRADY
- Wide load challenges

US 377 Study Route

Source: US 377 Texas Corridor Study Public Survey

US 377 Segment Needs

Key concerns raised by both the public and stakeholders in the South Segment included frequent crashes related to high speeds, hazardous roadway designs with steep grades, and the need for an upgraded interchange to improve safety and traffic flow near Del Rio.

Areas of Concern in the South Segment

Stakeholder Input	Public Input
▪ Intersection safety concerns ▪ Conductivity issues ▪ Resiliency ▪ Lack of connectivity to other highways ▪ Need for infrastructure upgrade ▪ Hazardous roadway designs	▪ Need for upgraded interchange ▪ Concerns of traffic with future I-27 ▪ Limited cellphone coverage ▪ Lack of rest or relief areas for freight

Input from stakeholders and the public from the Central Segment highlighted challenges, including the need for safety improvements such as additional passing areas and traffic congestion caused by limited passing zones. Other concerns included a lack of connectivity to other highways, the need for more turn lanes, roadway leveling at railroad crossings, the need to expand to four lanes, and interest in limited access bypass or loops to reduce city congestion.

Areas of Concern in the Central Segment

Stakeholder Input	Public Input
▪ Traffic safety ▪ Congestion due to lack of passing zones ▪ Challenges with wide loads ▪ Accommodate higher design speeds ▪ Additional areas to safely pass	▪ Need for loops or bypass to reduce congestion ▪ Need to expand to four lanes ▪ Roadway leveling near railroad crossings ▪ Need for more turn lanes ▪ Lack of connectivity to other highways

Input from stakeholders and the public from the North Segment identified several key concerns, including traffic congestion, safety issues related to speed, lack of bicycle and pedestrian infrastructure, the need for dedicated turn lanes and frontage roads, and improved connectivity through alternative routes.

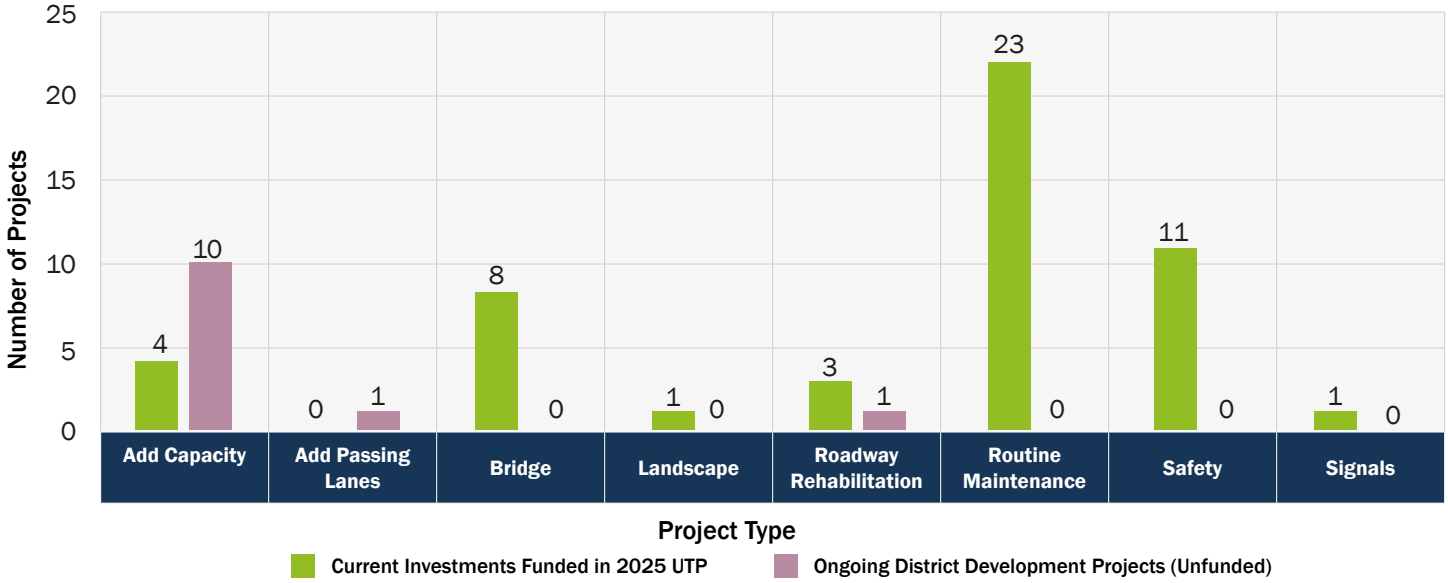
Areas of Concern in the North Segment

Stakeholder Input	Public Input
▪ Safety ▪ Impacts of increased traffic ▪ Traffic backups and bridge failure between Roanoke and Flower Mound ▪ Safety concerns at intersections ▪ Growth impacting need for expansion ▪ Pedestrian safety in Haltom City due to lack of sidewalks	▪ High speeds ▪ Congestion (including truck traffic) ▪ Need for added capacity ▪ Lack of bicycle lanes ▪ Lack of dedicated sidewalks for pedestrians ▪ Dedicated turn lanes ▪ Need for alternative routes

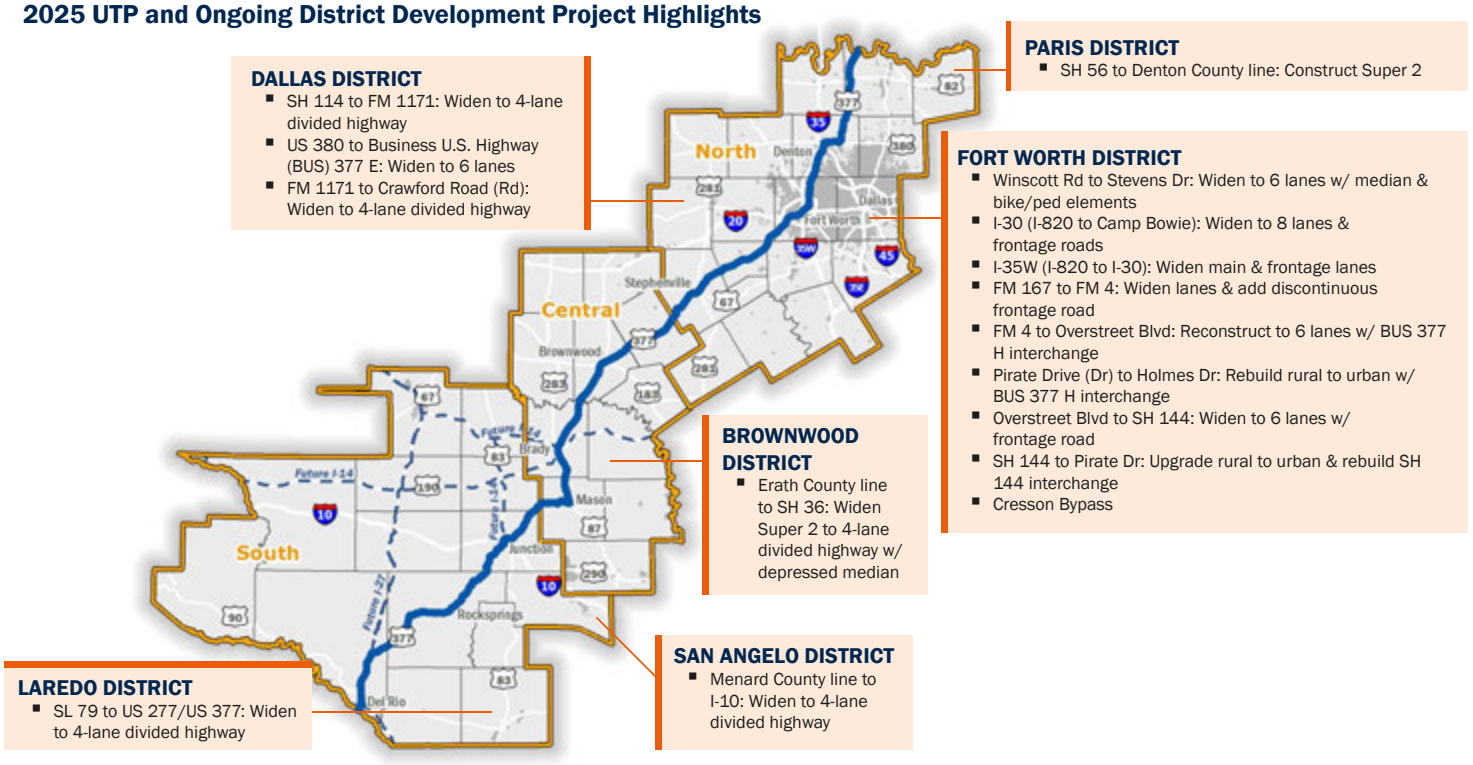
Current Investments and Ongoing District Development Projects

TxDOT districts are currently working to address several deficiencies along the US 377 corridor, including traffic, safety, and maintenance issues. Across the US 377 corridor, 51 projects are currently funded through the 2025 Unified Transportation Program (UTP), and 12 are undergoing district development. These improvements include the addition of 96 miles of capacity, the construction of 19 miles of passing lanes (Super-2), 11 safety improvement projects, and 8 bridge maintenance or upgrade projects. Approximately $504 million has been committed over the next 10 years in the 2025 UTP, and a $4.8 billion investment is needed to fully fund projects currently under district development.

Types of Current Investments and Ongoing District Development Projects (Number of Projects) by Funding Status



2025 UTP and Ongoing District Development Project Highlights



DALLAS DISTRICT
- SH 114 to FM 1171: Widen to 4-lane divided highway
- US 380 to Business U.S. Highway (BUS) 377 E: Widen to 6 lanes
- FM 1171 to Crawford Road (Rd): Widen to 4-lane divided highway

PARIS DISTRICT
- SH 56 to Denton County line: Construct Super 2

FORT WORTH DISTRICT
- Winscott Rd to Stevens Dr: Widen to 6 lanes w/ median & bike/ped elements
- I-30 (I-820 to Camp Bowie): Widen to 8 lanes & frontage roads
- I-35W (I-820 to I-30): Widen main & frontage lanes
- FM 167 to FM 4: Widen lanes & add discontinuous frontage road
- FM 4 to Overstreet Blvd: Reconstruct to 6 lanes w/ BUS 377 H interchange
- Pirate Drive (Dr) to Holmes Dr: Rebuild rural to urban w/ BUS 377 H interchange
- Overstreet Blvd to SH 144: Widen to 6 lanes w/ frontage road
- SH 144 to Pirate Dr: Upgrade rural to urban & rebuild SH 144 interchange
- Cresson Bypass

BROWNWOOD DISTRICT
- Erath County line to SH 36: Widen Super 2 to 4-lane divided highway w/ depressed median

SAN ANGELO DISTRICT
- Menard County line to I-10: Widen to 4-lane divided highway

LAREDO DISTRICT
- SL 79 to US 277/US 377: Widen to 4-lane divided highway

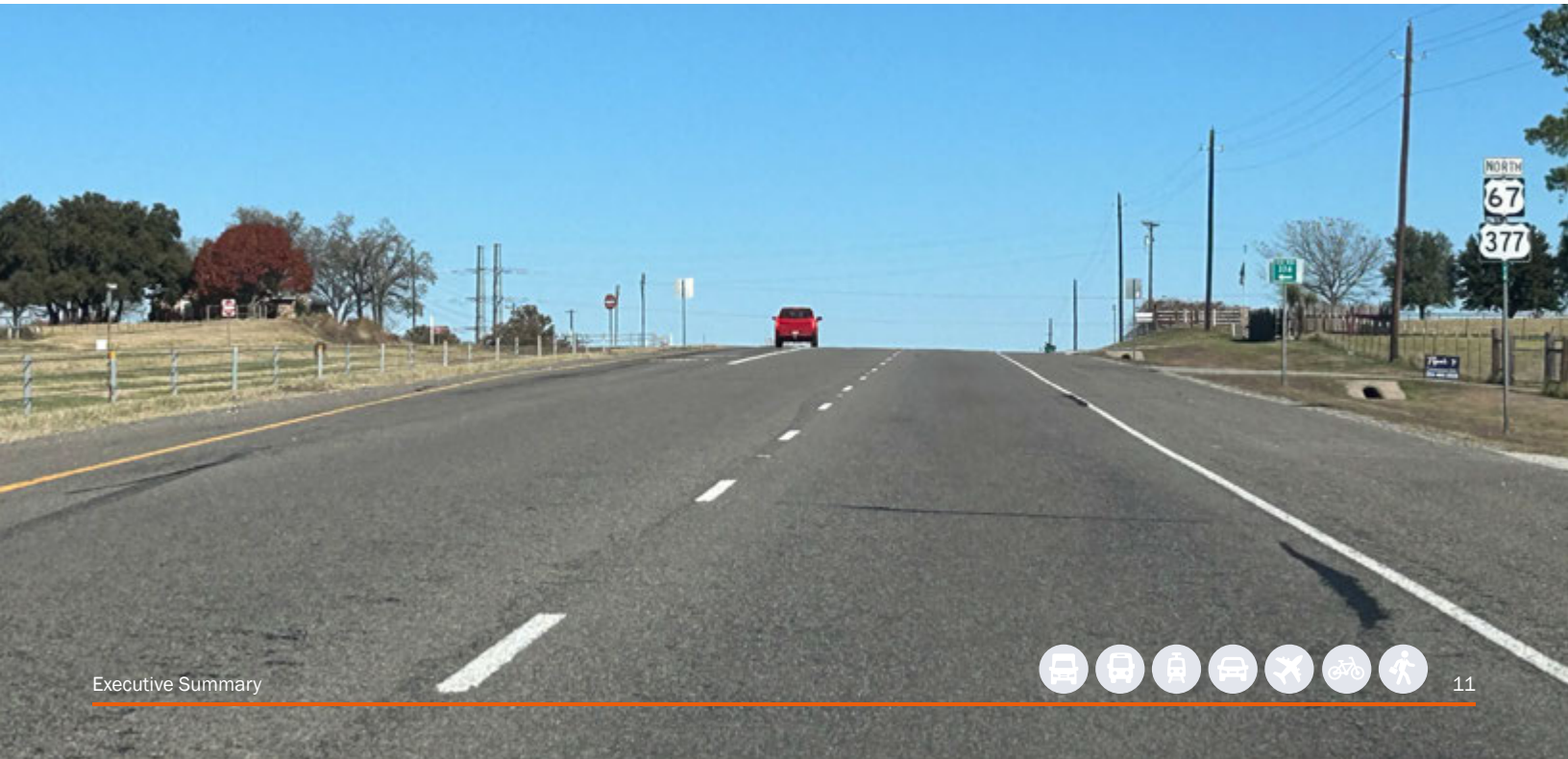
Study Recommendations

The recommendations developed throughout the US 377 Texas Corridor Study include corridor-wide programs and location-specific improvement options. The recommendations and implementation plan stem directly from this study and are distinct from the current investments and ongoing district development projects already proposed along the corridor. To address the corridor's extensive length, the study team identified programs that could address corridor needs in a holistic manner. In addition, the team identified individual, location-specific recommendations along the corridor to improve safety and operations based on previous study findings, data-driven technical analysis of existing and future conditions, and input from the public and stakeholders. These improvements were categorized by type, evaluated using defined metrics, and prioritized with further stakeholder input. The implementation plan's recommended improvements and cost estimates may change based on District priorities, funding, and other factors. Therefore, TxDOT recommends the use of tools and regular check-ins to monitor progress.

Improvement Types

Current Investments Funded in the 2025 UTP	Ongoing District Development Projects	US 377 Texas Corridor Study Implementation Plan
▪ Under preparation for construction by TxDOT and MPOs based on potential future cash flow ▪ Funded	▪ Currently outside of the UTP 10-year window but being prioritized by the Districts or MPO for continued development ▪ Unfunded	▪ Serves as a planning guide for the Districts in developing additional future projects on US 377 ▪ Unfunded

The recommendations for the US 377 corridor-wide program are grounded in a comprehensive analysis of current and projected conditions—including traffic patterns, safety concerns, roadway and bridge infrastructure, and existing multimodal facilities—supplemented by extensive stakeholder and public engagement, as well as a thorough review of national, state, regional, and local plans and initiatives. During the process, public input was received through Steering Committee meetings, Segment Working Groups, Binational Workshops, survey responses, and comments, which helped in developing these programs.



Program Recommendations

The US 377 Texas Corridor Study recommends **8 programs** and **26 action items** to improve and enhance the corridor. All program recommendations and underlying action items align with the US 377 corridor vision and goals. It is important to recognize that responsibility for implementing corridor-wide program action items varies, and not all programs fall under TxDOT's direct jurisdiction. Even within TxDOT, specific action items may be overseen by different Divisions or Districts. Consequently, funding for these programs may come from a variety of sources, both internal and external to TxDOT. The comprehensive nature of this plan provides a flexible framework that enables TxDOT to collaborate with other relevant agencies as appropriate. Successful implementation will depend on strong coordination and collaboration among a broad range of stakeholders, including federal, state, regional, and local planning agencies, as well as private sector partners.

Program 1: Improve Corridor Safety

Action Items	Description	Related Agency
Action Item 1	Continue incorporating safety into roadway design by adding passing, turning and deceleration lanes, and widening shoulders	TxDOT
Action Item 2	Evaluate curves, including superelevation, for safety and functionality	TxDOT
Action Item 3	Address low water crossings by adding a high-water system with flashing lights. This includes the sensors to measure the presence and depth of water and activate the flashers or warning system	TxDOT
Action Item 4	Consider safety features such as guardrail upgrades and rumble strips	TxDOT
Action Item 5	Upgrade pavement markings and signage to improve visibility and guidance	TxDOT
Action Item 6	Conduct wildlife detection studies to examine the presence of local wildlife and alert drivers when potential wildlife hazards may appear on the road through the use of large animal sensors and trigger flashers	TxDOT

Program 2. Enhance Mobility by Incorporating Emerging Technologies and ITS

Action Items	Description	Related Agency
Action Item 1	Pilot smart infrastructure like DMS, license plate readers, and remotely activated spike strips integrated into roadways	TxDOT, Local Jurisdictions
Action Item 2	Deploy next-generation safety technologies—speed and curve warning systems, plus predictive traffic signals—to help drivers adjust in real time, enhancing safety and traffic flow	TxDOT, Local Jurisdictions
Action Item 3	Use real-time data tools (Original Equipment Manufacturer (OEM), Trace, StreetLight) to improve incident response and traffic flow	TxDOT
Action Item 4	Upgrade cellular connectivity in rural areas	TxDOT, Public Private Partnerships
Action Item 5	Expedite studies for EV charging stations	TxDOT

Program 3. Improve Pedestrian and Bicycle Facilities

Action Items	Description	Related Agency
Action Item 1	Fill in missing sidewalks, curb ramps, and crosswalks to complete pedestrian networks	TxDOT, Local Jurisdictions
Action Item 2	Add bike lanes/pedestrian refuges in urban areas like Del Rio	TxDOT, Local Jurisdictions
Action Item 3	Upgrade/add pedestrian signage	TxDOT, Local Jurisdictions

Program 4. Enhance Public Transportation to Improve Mobility and Accessibility

Action Items	Description	Related Agency
Action Item 1	Upgrade rural bus stops with shelters, signage, and sidewalk connections	TxDOT, Local and Regional Transit Agencies
Action Item 2	Improve intercity bus access and ADA (Americans with Disabilities Act) compliance at locations	TxDOT, Local and Regional Transit Agencies

Program 5. Employ Access Management

Action Items	Description	Related Agency
Action Item 1	Apply access management strategies, including raised medians, dedicated turn lanes, and intersection realignments, to reduce conflict points and improve flow	TxDOT, Local Jurisdictions

Program 6. Support Freight Activities Along US 377

Action Items	Description	Related Agency
Action Item 1	Improve bridge clearances and widen roads to better serve freight routes	TxDOT
Action Item 2	Add truck parking and improve dynamic signage and intersection lighting	TxDOT
Action Item 3	Reconstruct intersections with higher truck volumes to accommodate wide turns and longer vehicle lengths	TxDOT
Action Item 4	Widen roadways to four lanes divided to meet the design criteria for the Texas Highway Trunk System	TxDOT

Program 7. International Trade Along US 377

Action Items	Description	Related Agency
Action Item 1	Support growing trade volumes by improving highway links to the Acuña and Piedras Negras border crossings.	TxDOT, U.S. Customs and Border Protection
Action Item 2	Expand key corridors to reduce congestion shifted from Laredo	TxDOT, U.S. Customs and Border Protection
Action Item 3	Invest in signage, drainage, and shoulder improvements to increase reliability for commercial vehicles using trade corridors	TxDOT, U.S. Customs and Border Protection

Program 8. Enhance Intermodal Connections

Action Items	Description	Related Agency
Action Item 1	Study and improve connections between highways, rail crossings, and freight routes	TxDOT, Railroad Commission
Action Item 2	Implement grade separations and signal improvements near rail lines	TxDOT, Railroad Commission

In addition to these eight corridor-wide programs, it is essential to address specific challenges that threaten the long-term reliability of the US 377 corridor. These include natural and human hazards, including extreme weather events, bridge strikes, and cyber-attack threats to ITS. Regularly assessing the corridor's vulnerability to both natural and human-made hazards is a critical component of this effort. Key actions to support resilience include identifying infrastructure most at risk, ongoing data collection related to resilience, and pursuing new funding opportunities for relevant projects and initiatives. These efforts will enhance the corridor's capacity to anticipate, withstand, and recover from major disruptions.

Program Recommendations

The study team developed a list of proposed preliminary improvements along the US 377 corridor that were shaped through needs identification exercises. These proposed improvements were identified from an integrated approach consisting of reviews of previous studies, stakeholder engagement, web-based data collection, TxDOT district coordination, technical analysis by the study team, and site visits. This collaborative and data-driven effort produced a preliminary list of improvements, which **were categorized into 7 main types: Roadway, Intersection, Multimodal, Bridge, Safety, ITS, and Route Study**. Some proposed improvements were grouped based on geographic proximity or the potential for concurrent or sequential implementation. Evaluations were then conducted to rank the needs of each improvement.

Evaluation Of Proposed Improvements

The proposed improvements were evaluated in terms of **19 different metrics**, which were defined to match the following UTP criteria: **Safety, Economy and Freight, Congestion, Preservation, and Connectivity**. The description of the metrics and the weights used for evaluation are shown in the following table. The metrics and weights shown were used to assign a score of up to 100 to each improved location, reflecting its specific needs. The weight of each category reflects stakeholder input and incorporates unique aspects of the US 377 corridor, such as international trade.

Metrics Used for Proposed Improvements Evaluation

Category	Weight	Description of Metrics
Safety	30%	Property damage only crashes, crash rate, pedestrian and/or bike crashes, severe injury crashes, fatal crashes
Economy and Freight	22%	Population density, employment density, gross regional product, international trade, commodity flow (freight tonnage), daily truck percentages
Congestion	20%	Existing and future congestion levels
Preservation	15%	Bridges with vertical clearance, bridge conditions, pavement conditions
Connectivity	13%	Encourages connections to other modes, including highways, freight corridors, rail, airports, passenger rail, trails and border crossings

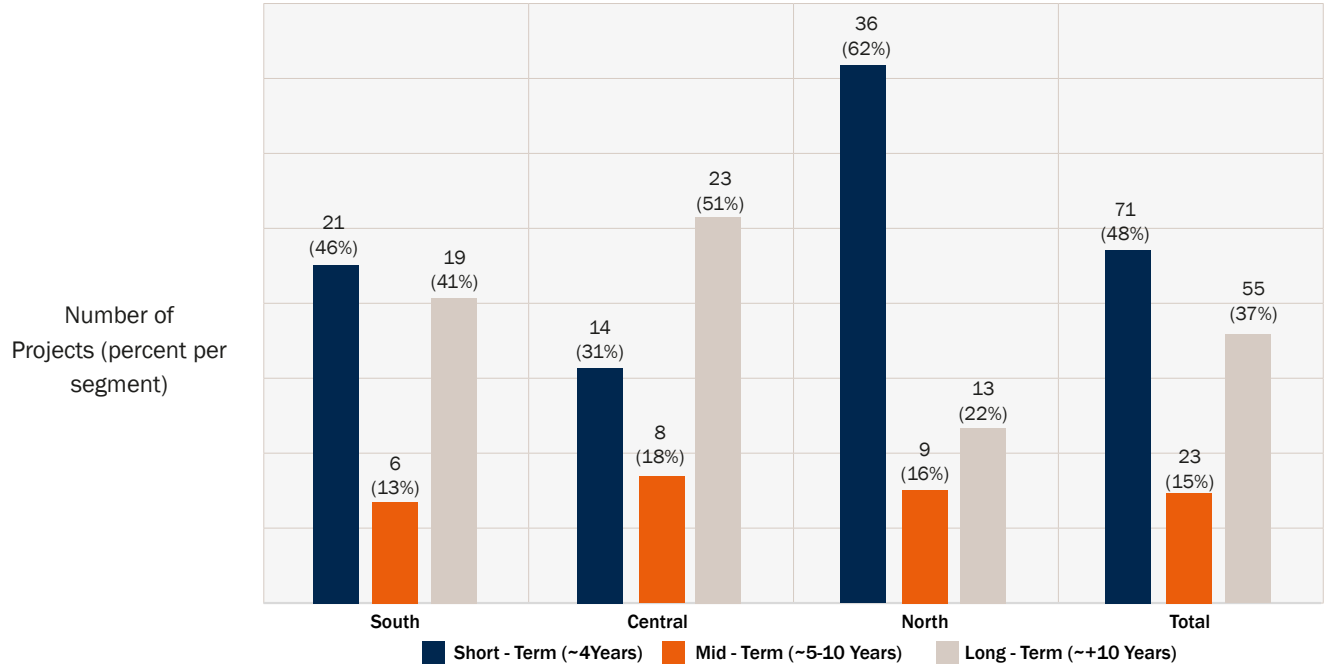
After determining the need for each proposed improvement, the study team developed preliminary cost estimates. These estimates were based on conceptual typical sections, pavement design, 2024 TxDOT average unit bid prices, and district-specific cost data based on TxDOT statewide bid tabs. Unit prices were compared from district to district, and an average unit price was used. The location-specific need scores combined with their cost estimates for each proposed improvement were presented to stakeholders to guide a collaborative prioritization process, ensuring alignment with the corridor's long-range transportation objectives.

Implementation Plan

Prioritization Of Proposed Improvements

The prioritization of the proposed improvements workshops took place over the course of the second round of Segment Working Group meetings, which involved three in-person workshops throughout the winter and spring of 2025. During these meetings, the stakeholders of each Segment Working Group were presented with a comprehensive list of proposed improvements alongside location-specific need evaluations and cost estimates. Leveraging their deep understanding of the US 377 corridor and its surrounding communities, stakeholders assigned prioritization timeframes to each proposed improvement. Both the criticality of need and the readiness of a project for implementation were considered when assigning timeframes, acknowledging that high-priority projects may still require long-term development timelines. The Segment Working Group members classified each of the proposed improvements as Short Term (2026 through 2029), Mid Term (2030 through 2035), or Long Term (2035 and beyond). The Steering Committee and Districts reviewed and refined the prioritizations to address inconsistencies and to reflect ongoing project development, resulting in 149 proposed improvements.

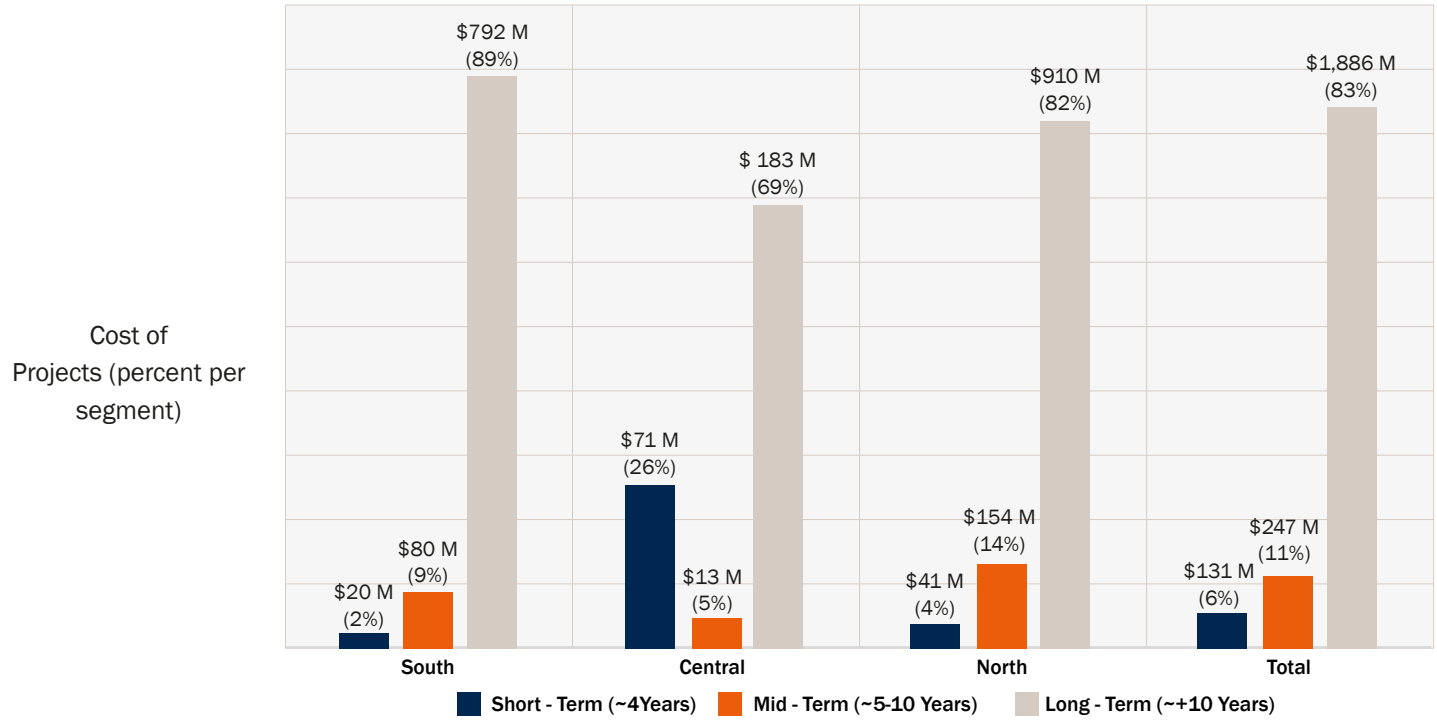
Metrics Used for Proposed Improvements Evaluation



Metrics Used for Proposed Improvements Evaluation

	Short-term (~4 years)	Mid-term (~5-10 years)	Long-term (~+10 years)	Total
Roadway Improvement	0	0	19	19
Intersection Improvement	28	7	8	43
Multimodal Improvement – Pedestrian/Bike	11	4	1	16
Multimodal Improvement – Truck	0	1	2	3
Multimodal Improvement – Transit	2	0	1	3
Bridge Improvement	3	2	3	8
Safety Improvement	13	4	14	31
ITS Improvement	11	5	6	22
Route Study	3	0	1	4
Grand Total	71	23	55	149

Metrics Used for Proposed Improvements Evaluation



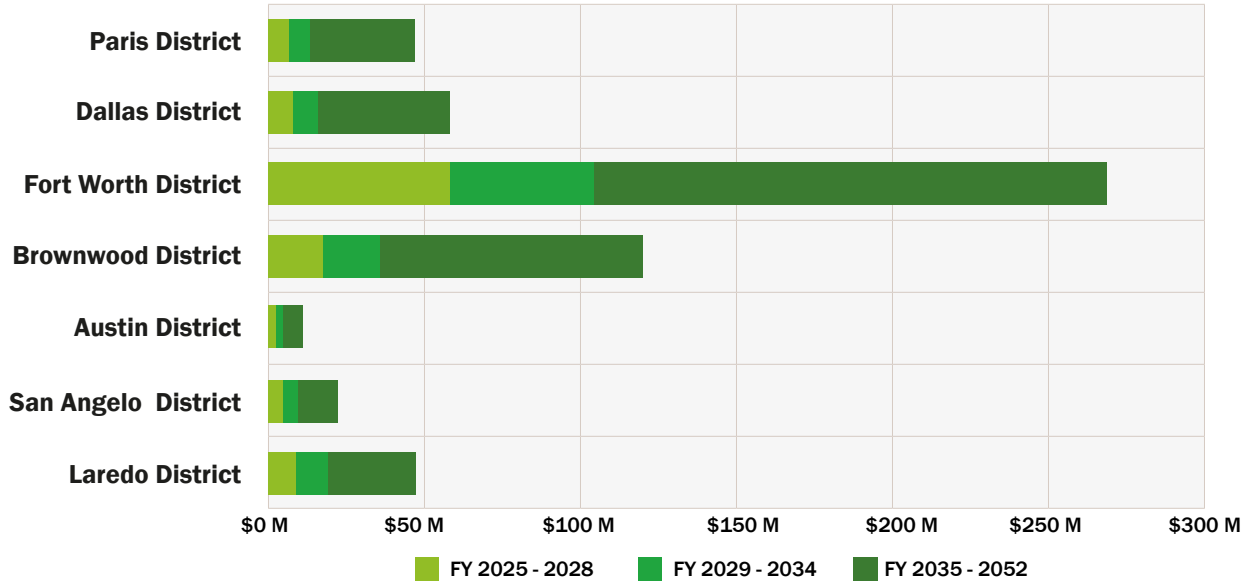
Metrics Used for Proposed Improvements Evaluation

	Short-term (~4 years)	Mid-term (~5-10 years)	Long-term (~+10 years)	Total
Roadway Improvement	$0 M	$0 M	$1,434 M	$1,434 M
Intersection Improvement	$20 M	$16 M	$170 M	$206 M
Multimodal Improvement – Pedestrian/Bike	$11 M	$113 M	$3 M	$127 M
Multimodal Improvement – Truck	$0 M	$32 M	$69 M	$101 M
Multimodal Improvement – Transit	$1 M	$0 M	$0 M	$1 M
Bridge Improvement	$1 M	$39 M	$44 M	$84 M
Safety Improvement	$84 M	$42 M	$154 M	$280 M
ITS Improvement	$10 M	$5 M	$9 M	$24 M
Route Study	$5 M	$0 M	$2 M	$6 M
Grand Total	$131 M	$247 M	$1,866 M	$2,264 M

Funding

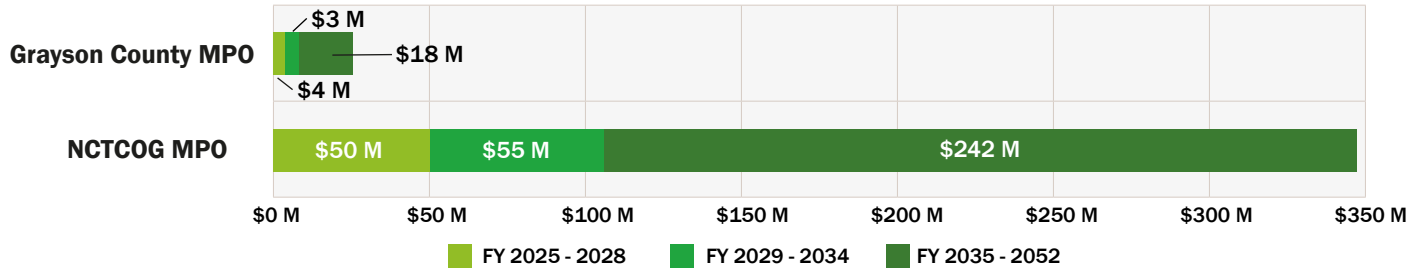
To estimate the potential funding available for the US 377 Texas Corridor Study, TxDOT's 2025 UTP projections for FY 2025 through FY 2034 were extended through FY 2052, with revenue for years 2035 to 2052 increased by 2% annually. Funding allocations for each TxDOT district and local planning agency along the US 377 corridor were determined using UTP estimates (organized into the UTP's 12 funding categories), with districtwide or MPO-wide funding distributed based on the daily vehicle miles traveled (DVMT) 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, 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.

UTP Funding Summary for the US 377 Corridor by Districts (in millions of dollars)



US 377 Districts	FY 2025-2028	FY 2029-2034	FY 2035-2052
Paris District	$7.8 M	$8.3 M	$31.3 M
Dallas District	$10.0 M	$10.1 M	$37.3 M
Fort Worth District	$58.5 M	$44.7 M	$166.7 M
Brownwood District	$18.9 M	$20.8 M	$78.5 M
Austin District	$0.9 M	$0.9 M	$3.5 M
San Angelo District	$3.2 M	$3.6 M	$13.3 M
Laredo District	$7.8 M	$8.1 M	$30.6 M

US 377 Districts	FY 2025 – 2028	FY 2029 - 2034	FY 2035 - 2052
Categories 1, 3, 4, 10 and 11	$107.2 M	$96.6 M	$361.2 M



US 377 Districts	FY 2025 – 2028	FY 2029 - 2034	FY 2035 - 2052
Categories 2, 5, 7 and 9	$53.6 M	$58.8 M	$259.5 M

Funding from categories 6, 8, and 12 is not included in the previous estimates, 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 12, for strategic priority projects, is expected to receive $58.9 billion between FY 2025 and FY 2052. While these funds are allocated statewide, it is possible that some of this funding could be directed toward improvements on US 377.

The implementation plan serves as a strategic planning tool to guide TxDOT—particularly the seven districts along the US 377 corridor—to plan, design, fund, and construct future improvements. While the proposed improvements in the implementation plan are not yet funded, they are intended to become candidate projects for district consideration. Once identified, these projects would enter TxDOT's standard project development process, where they would compete for funding through the UTP process.

Alternative Funding Options

Available funding may not be adequate for all improvements in the development strategy; therefore, the following are some of the funding and financing tools that should be considered to supplement UTP funding:

- American Rescue Plan Act
- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant
- Grant Anticipation Revenue Vehicle (GARVEE) bonds
- Infrastructure for Rebuilding America (INFRA) Grants
- Local Capital Programs
- Local registration fees revenue
- Private activity bonds
- State Infrastructure Bank (SIB) loans
- Surface Transportation Block Grant (STBG) Program
- Transportation Infrastructure Finance and Innovation Act (TIFIA)

State and federal-level programs, such as the Surface Transportation Program (STP), and the Highway Safety Improvement Program (HSIP), offer additional opportunities to support project implementation. In addition, certain grant programs may be especially applicable for specific types of projects along the corridor. For example, improvements related to trucking or truck infrastructure may qualify for funding through the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP) and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Similarly, transit-related recommendations may be eligible for support through TxDOT funding Categories 5 (congestion mitigation and air quality improvement) and 7 (metropolitan mobility and rehabilitation), as well as several grant programs administered by the Federal Transit Administration (FTA).

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US 377 Texas Corridor Study

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