

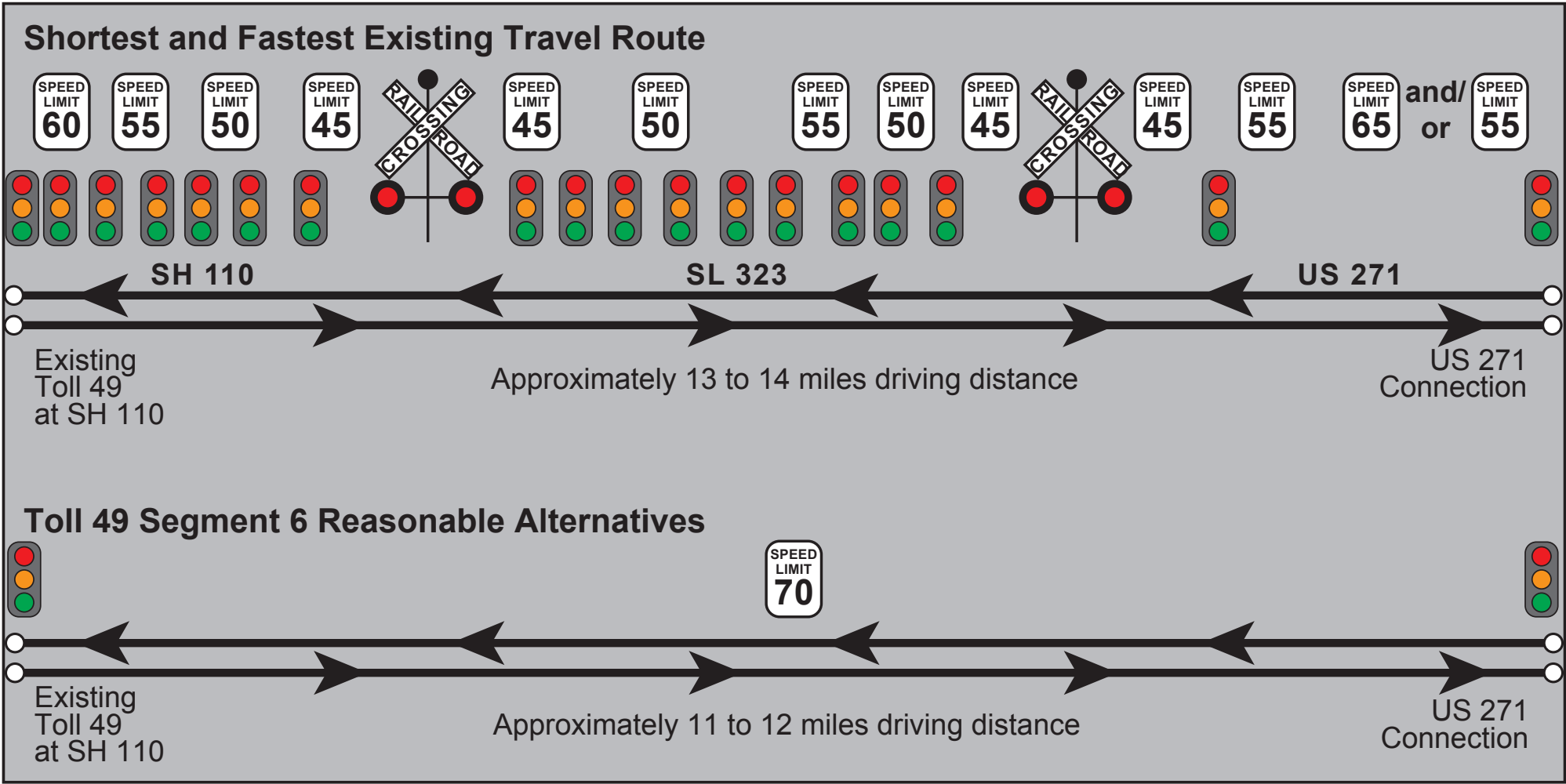
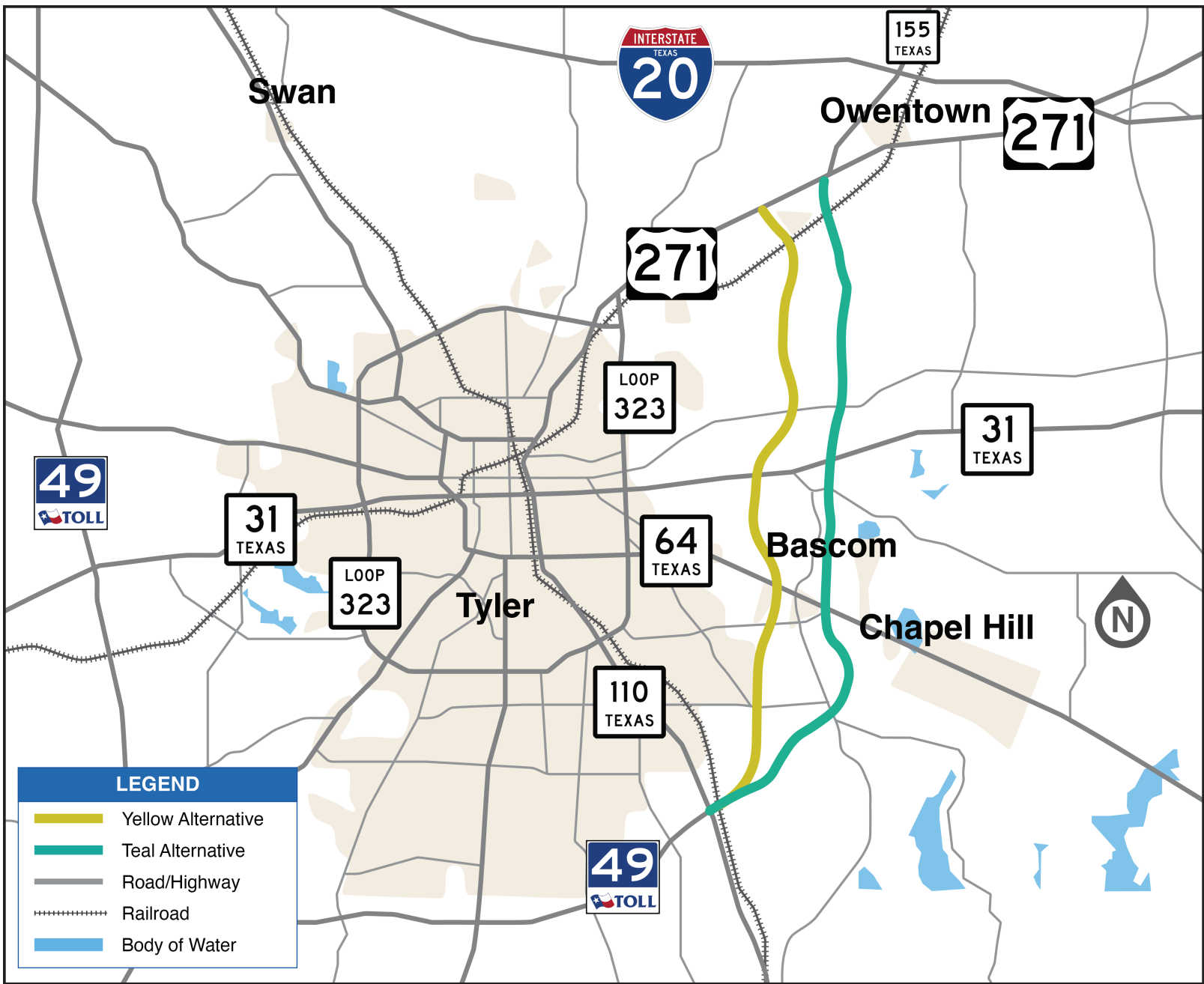
Project Overview

The North East Texas Regional Mobility Authority (NET RMA) is proposing to extend the existing Toll 49 from SH 110 to US 271, referred to as Segment 6 in the next phase of the East Texas Hourglass corridor. Preparation of the Draft Environmental Impact Statement (EIS) is now underway.

The purpose of Toll 49 Segment 6 is to relieve congestion and provide shorter travel times for local and regional traffic. This project would extend the existing Toll 49 facility and connect communities in northeast Texas.

The environmental study is being conducted in accordance with the National Environmental Policy Act (NEPA) and other applicable federal and state regulations. The environmental study will evaluate the Reasonable Alternatives and No-Build Option for their ability to meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources.

Reasonable Alternatives



Environmental Study

The EIS for this project will include a hard look investigation into many different environmental and community resources in the project area including:



Air Quality



Traffic Noise



Hazardous Materials



Cultural Resources



Biological Resources



Land Use and Parkland



Ecological Resources



Water Quality and Water Resources

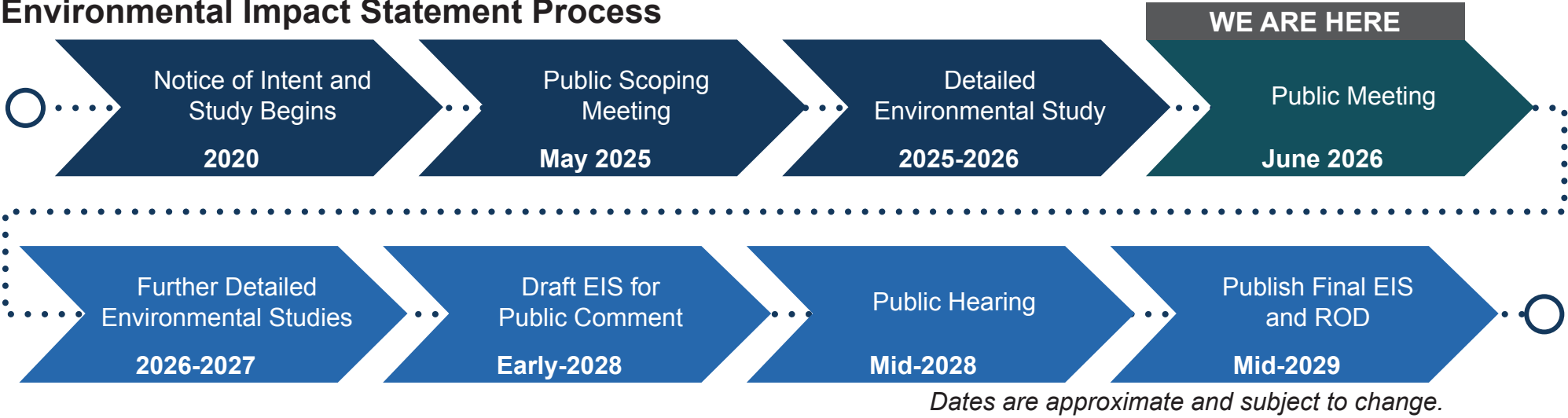


Social and Community Impacts

What is an Environmental Impact Statement?

An EIS is an environmental study process that is regulated by NEPA. “NEPA requires Federal agencies to prepare environmental impact statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process is completed in the following ordered steps: Notice of Intent (NOI), draft EIS, public hearing, and final EIS and Record of Decision (ROD).” (Source: https://www.environment.fhwa.dot.gov/nepa/classes_of_action.aspx). The project team evaluated the three preliminary alternatives identified in the 2019 feasibility study and have made modifications to better avoid and minimize potential impacts. The team has recommended two of these alternatives for further evaluation in the environmental study as Reasonable Alternatives.

Environmental Impact Statement Process



The public involvement activities within the EIS for Segment 6 of Toll 49 include a public scoping meeting, a public meeting, and a public hearing.

Public Scoping Meetings held in May 2025: Refined information from the three routes that resulted from the feasibility study were presented to the public. The project team requested input on the purpose and need of the project, coordination plan, public involvement plan, and alternatives evaluation criteria and methodology; presented environmental constraints; presented refinement of alternatives; and provided an explanation of the no-build alternative.

Public Meetings held in June 2026: The project team will present the results of the analysis of the three preliminary alternatives identified in the feasibility study and seek input on the recommended Reasonable Alternatives. Preliminary evaluation of impacts from the environmental and community resources studied are being presented for the three preliminary alternatives that have advanced to detailed evaluation. The project team will present reasonable alternatives and seek input on the results of the alternatives analysis.

Public Hearing: The draft EIS would be published at this stage in project development and would include all environmental studies and technical reports related to the project. The public would be invited to provide comments on the EIS and the recommended preferred alternative, whether that be a build alternative or the no-build alternative.

The final step of the EIS process includes the final EIS and ROD. After the completion of the environmental study, which includes consideration of public input, the final combined EIS/ROD will be published. The ROD would identify the selected alternative that would move forward, and if a build alternative is selected, a timeline for construction would be determined.

How Can I Provide Input and My Comments on the Project?

The Toll 49 Segment 6 project will take a regional effort with input from the local communities, property owners and the traveling public. A major element of work going forward is public involvement. Not only is public input welcome, it is also necessary to determine the best possible regional transportation solution.

The NET RMA is sponsoring the project and will follow the federal NEPA guidelines for an environmental impact statement. This work will be completed by an engineering/environmental consulting team, contracted through the NET RMA. As such, comments about the study should go to the engineering and environmental team overseeing the process in order to be formally incorporated into the environmental study.

The team has set up a variety of ways for stakeholders to provide comments that will be part of the study process:

Formal comments on the project will be requested during comment periods of the public meetings and the public hearing as a part of the environmental process. The public will be notified of each of those formal comment periods through a wide array of notifications including newspaper ads, letters, social media, etc. Comments received during official comment periods will become a part of the official public record for the project.

Comments and questions that are received outside of the formal comment periods will be addressed by the project team but will not be added into the formal record of the environmental process.

Comments/Questions



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Project Updates



NET RMA Website:
www.netrma.org/projects/segment-6