PUBLIC MEETING
TOLL 49 SEGMENT 6
NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY
Smith County, Texas
June 2, 2026 – Tyler | June 9, 2026 – Longview

SLIDE 1 – Title Slide

Hello and welcome to the public meeting for the Toll 49 Segment 6 project.

On behalf of the North East Texas Regional Mobility Authority, or NET RMA, we appreciate your interest in the proposed project.

SLIDE 2 – What is the Purpose of the Public Meeting?

The NET RMA is developing this project under the National Environmental Policy Act and is hosting this public meeting to provide an update on the progress of the environmental study. We will present the Preliminary Alternatives with evaluation results and the Reasonable Alternatives that will be studied further. At this public meeting we are looking for your feedback on those Reasonable Alternatives.

All meeting exhibits and documents are available for review online at NETRMA.org for those unable to attend one of the in-person meetings.

Details on how to submit a comment and have your questions addressed will be covered at the end of this presentation.

You can scan the QR code on this slide to go directly to the Toll 49 Segment 6 project page.

SLIDE 3 – Project Development Process

The overall project development process helps the NET RMA more clearly define potential improvements and identify environmentally feasible options. The environmental study kicked off with Scoping Meetings in May 2025. This is the second round of public meetings for the environmental portion of the project. Following these public meetings, an in-depth study of the Reasonable Alternatives will continue, and a Draft Environmental Impact Statement will be prepared. A hearing will be conducted to gather feedback from the public on the results of that additional study.

All process phases are contingent and subject to change. It is important to note that a funding plan to build Segment 6 is not yet in place. The NET RMA anticipates using bonds, existing toll revenue, and/or other funding opportunities that may become available.

Should the NET RMA receive approval on a preferred build alternative from the environmental process, following the public hearing and identify funding to construct Segment 6, the agency would then move into final design, acquiring right of way and adjusting utilities as needed.

SLIDE 4 – Why is the project needed?

The purpose and need for Segment 6 have been identified by the NET RMA.

The purpose of the Segment 6 project is to relieve congestion and provide shorter travel times for regional and local traffic.

The project is needed because the current roadway network is inadequate to meet current and future traffic volumes. Preliminary traffic data suggests travel time in 2050 is projected

to increase between 34 and 70 percent during AM travel time and 13 to 39 percent during the PM period.

Regional population is also expected to continue to grow, placing more demand on the current transportation system. According to census data, the four-county regional population for Gregg, Harrison, Smith and Upshur counties grew by over 20 percent between the years 2000 and 2020. In addition, the region's population is expected to continue to grow another 10 percent to more than half a million people by 2060.

SLIDE 5 – Toll 49 System (East Texas Hourglass) – Current and Proposed

This purpose and need for Toll 49 Segment 6 is part of the overall goal to enhance mobility in Northeast Texas. The concept is referred to as the East Texas Hourglass.

The proposed hourglass includes taking the existing Toll 49, shown in blue, to the future Segment 6, which is being studied under this project. Traffic would then continue along US 271, which will remain non-tolled and under the jurisdiction of TxDOT. Ultimately traffic would continue east on future Segments 7 and 8 of Toll 49, shown in purple and red. These segments would connect to the future I-369 system.

SLIDE 6 – Toll 49 System – Proposed Segment 6

Toll 49 Segment 6 would relieve congestion and provide shorter travel times for regional and local traffic between State Highway 110 and US 271 northeast of Tyler.

Segment 6 is a proposed new location, controlled-access roadway, which means there is an uninterrupted flow of traffic with no driveway connections and no stop signs or traffic signals. Entrances and exits to the facility would be provided at interchanges. There would be no at-grade railroad crossings impeding traffic.

Segment 6 would begin at State Highway 110 where the current Toll 49 Segment 5 ends and continue up to US 271.

SLIDE 7 – Current Connection Routes – Existing Routes Connecting Toll 49 to US 271 East of Tyler

Currently there is not a direct north-south route alternative like this in east Smith County. Existing routes east of Tyler are indirect, longer, or have multiple traffic signals and railroad crossings.

SLIDE 8 – Conceptual Future Four-Lane Roadway

So, what will Toll 49 Segment 6 look like, if built out to the ultimate design? The proposed ultimate design would be a four-lane divided highway and include two, 12-foot travel lanes in each direction. It would also include 4-foot inside and 10-foot outside shoulders as well as a grassy center median.

The typical proposed right of way for the ultimate section ranges from 250 feet minimum to 450 feet usual.

SLIDE 9 – Conceptual Future Four-Lane Roadway at Interchanges

At the interchanges, up to 1,100 feet of right of way may be needed to accommodate the design for mainlane grade separations, ramps, and frontage roads. Like the rest of the project, mainlanes would be provided for a four-lane divided highway which would include two 12-foot travel lanes in each direction. In addition, there would be ramps or frontage roads connecting the mainlanes to the interchange roadways for access control.

The project footprint and right-of-way needs for the ultimate design along the corridor, as well as the interchanges with other roadways, will be further evaluated and refined during the environmental process.

SLIDE 10 – Conceptual Interim Two-Lane Roadway

It is anticipated that the project would be developed in phases. A two-lane section could be built first. To enhance safety for the anticipated interim two-lane section, the NET RMA is proposing to use the ultimate depressed grassy median to separate opposing traffic.

These exhibits show a conceptual cross section for the interim roadway design.

The roadway would consist of two 12-foot mainlanes, one lane in each direction, with 4-foot inside shoulders and 10-foot outside shoulders, with a depressed grassy median. This roadway would also include a 12-foot intermittent passing lane, which would alternate sides within the corridor at various locations.

SLIDE 11 – Alternative Evaluation Process

The environmental process includes an extensive evaluation of proposed route options and alternatives for the roadway design. The proposed alternative evaluation process utilizes screening methods to systematically reduce the number of alternatives to a Preferred Alternative, which could be the No-Build Alternative.

Evaluation screenings for the Preliminary Alternatives are being presented today, as well as preliminary designs of the resulting Reasonable Alternatives that the project team recommends to further evaluate in the environmental study.

Following these public meetings, the Reasonable Alternatives and the No-Build, or "Do Nothing" Alternative will be further analyzed and evaluated in the Draft Environmental Impact Statement.

A Preferred Alternative will be identified in the Draft Environmental Impact Statement and presented at the public hearing. Following the hearing, comments will be incorporated into the Final Environmental Impact Statement, and the NET RMA will decide whether one of the Reasonable Alternatives or the No-Build Alternative will be carried forward.

SLIDE 12 – Preliminary Alternatives – Teal Route

Moving on to the alternatives. Based on feedback from the public meetings in 2025, the project team developed three alternative design options for the Teal Alternative near State Highway 64, State Highway 31 and US 271.

Environmental and engineering constraints were analyzed for the West and East Teal Alternative Options at each of the three intersections. The following slides present a subset of the Preliminary Screening Criteria, highlighting the factors that made a difference for each.

SLIDE 13 – Preliminary Teal Alternative – SH 64 Design Options

Starting at State Highway 64, after further study, the East Teal Alternative Option shows to have a greater number of potential residential and commercial displacements; is closer to Kissam Intermediate School and other community facilities; and requires additional traffic signals on State Highway 64, which would potentially affect existing operational efficiency. Based on these factors, the West Option is selected for the Teal Alternative at State Highway 64.

SLIDE 14 – Preliminary Teal Alternative – SH 31 Design Options

Regarding the options at State Highway 31, following further study, the East Teal Alternative Option has greater potential impact to wetlands and streams, and a greater number of potential residential and business displacements. Based on these factors, the West Option is selected for the Teal Alternative at State Highway 31.

SLIDE 15 – Preliminary Teal Alternative – US 271 Connection Design Options

Finally, at US 271, after further study, the East Teal Alternative Option shows it would require new traffic signals on US 271 and has a greater number of potential residential displacements. The West Teal Alternative Option has better operational efficiency for traffic movement and is closer to the emergency room at the UT Health North Campus Tyler and the Winona Fire Department, potentially improving emergency response times for these services. Based on these factors, the West Option is selected for the Teal Alternative at US 271.

SLIDE 16 – Teal Alternative

The final recommended Teal Alternative is shown here with all west options at the major intersections.

SLIDE 17 – Preliminary Alternatives

The three preliminary alternatives shown here were evaluated based on engineering and environmental screening criteria. The following slides summarize the criteria used to assess these alternatives and highlights a subset of factors that made a difference between the three alternatives. To view the entire evaluation matrix, please refer to the printed boards at the in-person meetings and in the exhibit boards file link for the virtual meeting.

SLIDE 18 – Preliminary Alternatives Screening – Alternatives were evaluated using the following criteria

All data was collected at the desktop-level for the three Preliminary Alternatives from publicly available federal, state, and local data sources. A larger set of criteria, including land use impacts, such as farmlands, projected daily traffic volumes, additional engineering and utility constraints, and visual impacts, among others, will be included and evaluated in the Draft Environmental Impact Statement Alternatives Analysis.

SLIDE 19 – Preliminary Alternatives Screening – Criteria that made the difference between alternatives

This table presents a high-level summary of criteria that serves as a differentiator between the Preliminary Alternatives. Those criteria are noted as "yes" on the table. Criteria that were the same across all alternatives and are not differentiators, are labeled as "no."

SLIDE 20 – Preliminary Alternatives Screening – Matrix

This matrix presents the results of the Preliminary Alternatives screening, including only those criteria that differed across alternatives. Sources used are noted on this slide.

SLIDE 21 – Reasonable Alternatives

Based on the Preliminary Screening Analysis, the Purple Alternative was eliminated from further consideration due to its greater number of potential residential and business displacements and the greatest impact to potential Waters of the U.S., including wetlands. Therefore, the Yellow and Teal Alternatives are considered the Reasonable Alternatives and will be further assessed in the Draft Environmental Impact Statement.

SLIDE 22 – Review and Approval of Environmental Document

Throughout this process federal and state regulations are being upheld while studying the human and natural environments in the project area. Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, or NEPA; however, on December 16, 2014, the Texas Department of Transportation, or TxDOT, assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on July 17, 2025.

Technical reports will be made available on the project website once they are completed.

TxDOT has agreed to be the lead federal agency on this project for the purpose of environmental review.

SLIDE 23 – Elements of an EIS study include…

As the team is looking at the Reasonable Alternatives, there are many elements studied in an Environmental Impact Statement.

Some of them include:

- Air quality,
- Traffic noise,
- Hazardous materials locations,
- Cultural resources, including historic and archeological resources,
- Biological resources, including animals and plants
- Land use and parkland,

- Ecological resources, including endangered and threatened species,
- Water quality and water resources, such as how the roadway will cross creeks, floodplains, and wetlands,
- And social and community impacts such as residential and commercial displacements, access and travel patterns, safety and community cohesion.

SLIDE 24 – EIS Study Process

The NET RMA is coordinating with TxDOT to ensure NEPA compliance while the NET RMA performs the work to develop the EIS. This work includes data collection and evaluation and alternatives analysis.

The team is coordinating with resource agencies, such as the U.S. Army Corps of Engineers, Texas Parks and Wildlife Department, Texas Historical Commission and others. Public involvement remains an important ongoing part of the process throughout the project development.

SLIDE 25 – We Want to Hear from You

The NET RMA and the Toll 49 Segment 6 project team would like to hear from you about the data and methods used to screen the Preliminary Alternatives, and your opinions on the Reasonable Alternatives and designs presented. Your comments will be used to further develop the project under the environmental process.

SLIDE 26 – How To Comment

Comments must be submitted using one of the following options:

- The online comment form on the Segment 6 webpage at NETRMA.org
- Via email to Toll49Seg6@gmail.com
- By mail to Nancy Ledbetter and Associates, Attention: Toll 49, PO Box 14622, Austin, Texas 78761
- Or by voicemail by dialing 903-284-5332

For those attending the in-person meetings, you can leave your comment forms at the public meeting.

Official comments must be received or postmarked by Wednesday, June 24, 2026, to be part of the official public meeting record. Comments and responses will be recorded in the public meeting summary report. Once comment responses are complete, the Public Meeting Summary Report will be posted online, and you will be able to find your comment and the NET RMA response by searching your name.

SLIDE 27 – Thank You

On behalf of the NET RMA, we thank you for participating and for your interest in the Toll 49 Segment 6 project. This concludes the public meeting presentation.