LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1009 | fx: 225-379-1851

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

January 12, 2015

Honorable Karen St. Germain, Chair
Louisiana Transportation Authority
Louisiana State Capitol
900 North Third Street
Baton Rouge, LA 70802

Distribution via Email

RE: Proposal to Develop Project as a Public Private Partnership
BUMP (Baton Rouge Urban Renewal and Mobility Plan)

Dear Representative St. Germain:

Attached hereto find the public portion of the unsolicited proposal submitted by AECOM for BUMP (Baton Rouge Urban Renewal and Mobility Plan). Under the LTA PPP Guidelines, the proposal was delivered to LADOT with the proposal review fee. To assist the LTA, DOTD has assigned two project managers to this matter, Jeffery Burst, P.E. and Nicholas Olivier, P.E.

The proposal will be presented and a general overview of the unsolicited proposal process discussed at the next LTA meeting scheduled for January 15, 2015.

With kindest regards,

Sherri H. LeBas, P.E.

SHL/CLD:cd
Attachments

c: Senator Adley
Senator Alario
Representative Morris
Jackie Adcock
Ruth Johnson
Paul Sawyer

AECOM

AECOM
232 Third Street; Suite 201
Baton Rouge, LA 70801
www.aecom.com

225.751.3012 tel
225.755.1597 fax

December 29, 2014

Karen St. Germain
Chair
Louisiana Transportation Authority

Sherri LeBas, PE
Secretary
Louisiana Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, LA 70802

Subject: Baton Rouge Urban Renewal and Mobility Plan (BUMP) -
Proposal to Develop the Project as a Public Private Partnership.

Dear Ms. St. Germain and Ms. LeBas:

Congestion on I-10 across the Mississippi River and through the core of Baton Rouge is perhaps Louisiana's most pressing traffic issue. This traffic congestion not only significantly affects the daily quality of life for residents but also is a factor in the economic development of our region. The latter is particularly important given that we are on the cusp of a $100 billion petrochemical industry expansion in South Louisiana and this expansion program will require good transportation service to reach full potential.

With a pressing need for transportation system improvements in mind, AECOM has identified a plan to help relieve I-10 congestion by providing a new free flow tollway (60-70 mph) linking the regional interstate systems on each side of the Mississippi River. Under this proposal, the existing US 190/US 61 corridor will be utilized to connect I-10 in West Baton Rouge Parish to I-12 and I-10 in East Baton Rouge Parish. Traffic load will be shifted from the existing heavily congested I-10 Mississippi River Bridge to the existing underutilized US 190 Mississippi River Bridge just 4.5 miles upstream. Access to existing business and other land uses along the corridor will be maintained through a free system of frontage roads using existing right of way.

We call this plan the BUMP – Baton Rouge Urban Renewal and Mobility Plan. The BUMP, while inspired by the need for improved regional mobility, also has been planned to provide an urban renewal stimulus for the older part of the US 61/US 190 corridor north of Florida Boulevard in East Baton Rouge Parish. This corridor, once a vibrant primary route through our region, has not kept pace since the I-10 system came on line in the 1960s and 1970s. We look forward to a robust and comprehensive community engagement program to develop the plan for this renewal and other design features of the project.

How will the BUMP be accomplished? Louisiana passed legislation in 2003 (Louisiana Transportation Authority) and 2006 (Public Private Partnership) with the primary purpose to facilitate the development of projects such as the BUMP. Taking advantage of this, AECOM has prepared a Public-Private Partnership (P3) proposal, attached, which identifies a path to finish planning then construction and operations of the BUMP. Our plan is to have the completed facility fully open to traffic in 2022. We invite you to consider our proposal and look forward to working with you to move the BUMP forward to reality.

Although significant benefits will accrue from the BUMP, our region's transportation needs cannot be fully addressed by just one project. Numerous other projects such as widening I-10 through the urban core and new Mississippi River Bridges have been discussed over the previous 20 years to help relieve the I-10 issues. The Baton Rouge Loop also has been proposed. These projects should continue to be developed as part of a comprehensive plan to address regional traffic issues.

In accordance with LTA P3 Guidelines, AECOM has attached with its proposal a cashier's check for the required submittal fee. Should you have any questions about our P3 proposal, please do not hesitate to call.

Very truly yours,

AECOM

Robert Schmidt, PE, PTOE
Louisiana Transportation Leader

Sia Kusha
Alternative Delivery Leader

BUMP

Baton Rouge Urban Renewal and Mobility Plan

Unsolicited Proposal

AECOM herewith presents an unsolicited proposal for the BUMP project with appropriate information in accordance with Section 3.2.1 of the LTA PPP Guidelines.

Table of Contents

Table of Contents:

Figures and Tables:

0. Introduction

a. Project Need

Baton Rouge has two Mississippi River Bridges. One is the "old bridge" on US 190, built during the Huey Long era, and the other is the "new bridge" on I-10, built in the 1960s. I-10 has become the nation's most highly traveled coast-to-coast interstate. Its significance as a national freight corridor and importance to the economy are documented in the National I-10 Freight Corridor Study. At the same time, I-10 also has become the Baton Rouge region's most pressing traffic issue and possibly Louisiana's most significant traffic concern given the importance of the I-10 system and the level of congestion on the I-10 Mississippi River Bridge and approach freeway sections on either side of the river.

As congestion has grown on the I-10 system it has significantly affected the quality of life of Baton Rouge and Louisiana residents, and is becoming more and more recognized as an issue holding back economic growth of the Capital Region and Louisiana. A prime example of both quality of life and growth impacts is on LA 1 south of I-10. Residents of West Baton Rouge and Iberville Parishes as well as employees of the numerous petro-chemical industry plants along LA 1 are faced daily with overbearing traffic congestion as they try to enter the overloaded I-10 system and cross the river. There has been a notable lack of development over time in these Parishes. Now, with the recently begun $100 billion proposed capital expansion of the petrochemical industry along the Mississippi River between Baton Rouge and New Orleans plus other areas of South Louisiana, there is concern that the highway infrastructure may not be able to fully support and encourage this growth, potentially foregoing some of the economic benefits. With any level of expansion, congestion is expected to increase with the influx of additional plant workers for near term construction activities and ongoing industry operations.

The traffic numbers are telling: average daily traffic (~~ADT~~) **on the I-10 Mississippi River Bridge has been observed recently to be 132,000 vehicles per day (vpd)** based on year-long traffic counts from a 2012 DOTD I-10 study. This volume is being funneled by the I-10 freeway approaches onto a 4-lane bridge with 2 auxiliary lanes. Neither the bridge itself nor the approach freeway system, especially on the east side of the river which has two ramp lanes in each direction through the I-10/I-110 interchange, has enough capacity to serve the demand. A typical mainline freeway segment of two lanes in each direction with typical peak hour and

directional flow percentages can be expected to have a capacity of approximately 75,000 vpd. In the case of I-10 in Baton Rouge the capacity is significantly less than this given the I-10/I-110 interchange and constricted ramp geometry.

Significant traffic queues occur daily in both the eastbound and westbound directions on I-10. Many times in the peak afternoon hours eastbound traffic will queue back as far as the Gross Tete interchange, a distance of approximately 10 miles from the Mississippi River Bridge.

When traffic incidents occur on I-10, which happens frequently, traffic congestion is compounded greatly given there are no freeway alternatives to cross the river and the arterial network in Baton Rouge is not designed to serve traffic diversions.

I-10 and I-12 in the eastern suburbs formerly served as metering sections with regard to the amount and rate of traffic that flows into the heart of the urban area. Recent capacity improvements to I-10 and I-12 in the eastern suburbs relieve congestion in the suburbs but now deliver more traffic to the heart of the urban area, thus exacerbating the traffic congestion on I-10 and across the Mississippi River.

The I-10 traffic congestion challenge has been recognized for many years. Helpful initiatives such as Motorist Assistance Patrols and re-striping of existing lanes have provided some benefit. Nonetheless major traffic congestion remains. Numerous capacity improvement proposals have been considered to help relieve the congestion, including:

- Widening I-10 and other improvements to I-10 through the heart of Baton Rouge from the bridge to the I-10/I-12 split
- Building a Baton Rouge Loop with new Mississippi River Bridges both north and south of I-10
- Improving surface streets on the east side of the river to encourage less usage of I-10 by local traffic

The utility of these projects with regard to providing I-10 traffic relief across the Mississippi River and through the heart of Baton Rouge varies and in some cases is very limited. These proposals generally have not been realized for various reasons including lack of political and/or community support, lack of funding, project right of way impacts, environmental impacts, etc. While agency leaders and others may not have given up on these potential improvements, there is no relief seen on the near-term horizon.

Some of the existing I-10 issues are presented on Figure B-0.

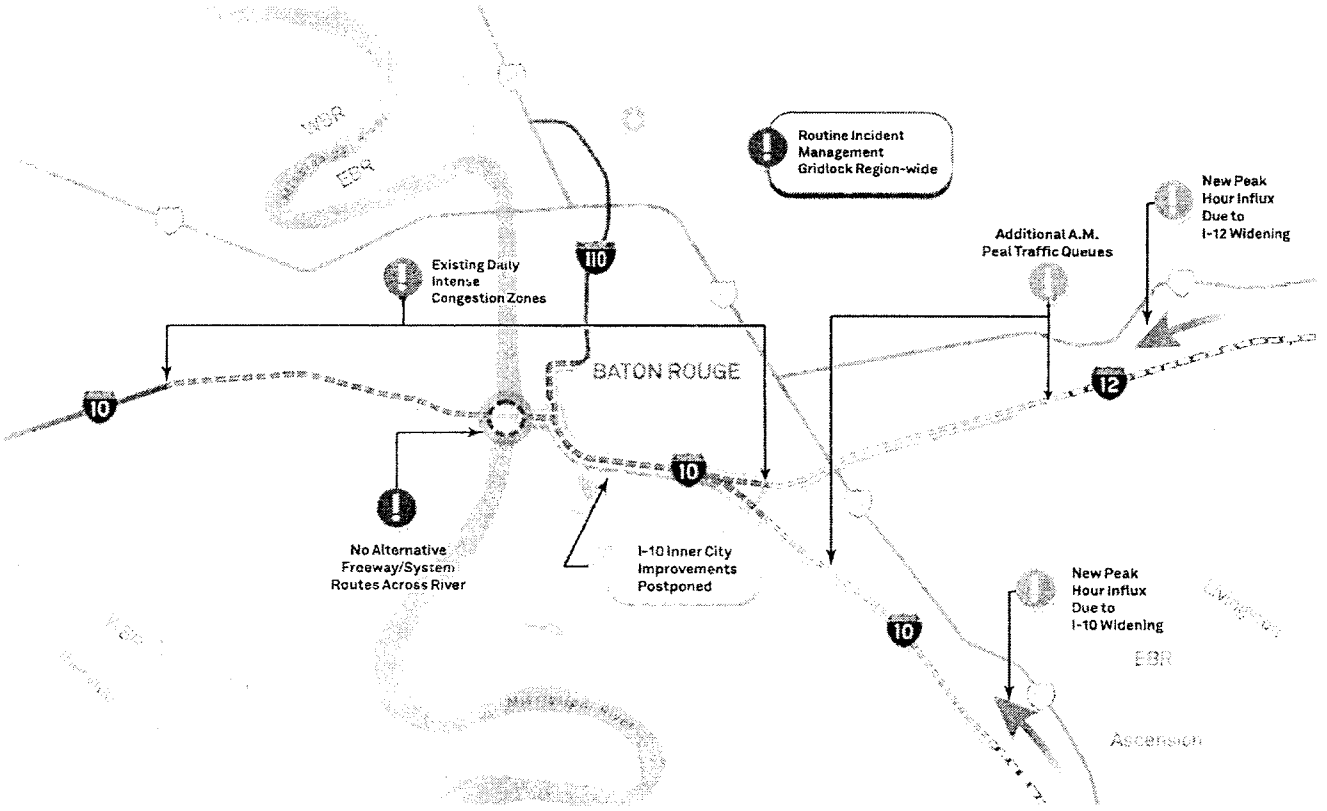


Figure B-0. Existing Issues on the I-10 System.

While I-10 is congested on a daily basis the old bridge on US 190 parallel to I-10 just 4.5 miles upstream is vastly underutilized. ADT is just 25,000-30,000 vpd, based on DOTD's web-based published traffic counts, while the capacity is approximately 75,000 vpd for a 4-lane free flow highway with typical peak hour and directional split factors. A primary reason the traffic volumes are so low relative to I-10 is that the US 190 bridge is not connected to the freeway system and is not easily accessible from I-10 or I-12. In the mid-afternoon hours on a typical weekday, the average speed on the US 61 arterial between the I-110 interchange and I-12 in Baton Rouge, which includes 18 traffic signals in a distance of 8 miles, has been measured by AECOM to be 13 mph. As strange as it seems, it is easier to be stuck in traffic on I-10 than it is to use the US 190 bridge and its congested signalized arterial highway approaches.

b. BUMP Design Concept

Given the extreme congestion on I-10 (with no relief in sight) and the under-utilized old bridge just 4.5 miles upstream, AECOM conceived and has provided development of the Baton Rouge Urban Renewal and Mobility Plan (**BUMP**) as a means to use existing highway assets (including the existing US 190 Mississippi River Bridge, existing interchanges, and existing right of way), improving them as appropriate, to provide near term relief to existing congestion on the I-10/I-12 system and the US 61 corridor in East Baton Rouge Parish. The BUMP will give drivers an attractive free flow option to I-10 when crossing the Mississippi River in Baton Rouge. In its simplest form, the BUMP project provides a new free flow 60-70 mph toll road system connection from I-10 on the west side of the river, goes across the old bridge, and then ties to I-110, I-12, and I-10 on the east side of the river. It provides this new system, proposed to operate as all-electronic tolling, non-stop, while maintaining the existing "free" signalized arterial system in the US 190/US61 corridor. Because it uses available existing right of way, no residential or business displacements are anticipated.

1. Topographic Map

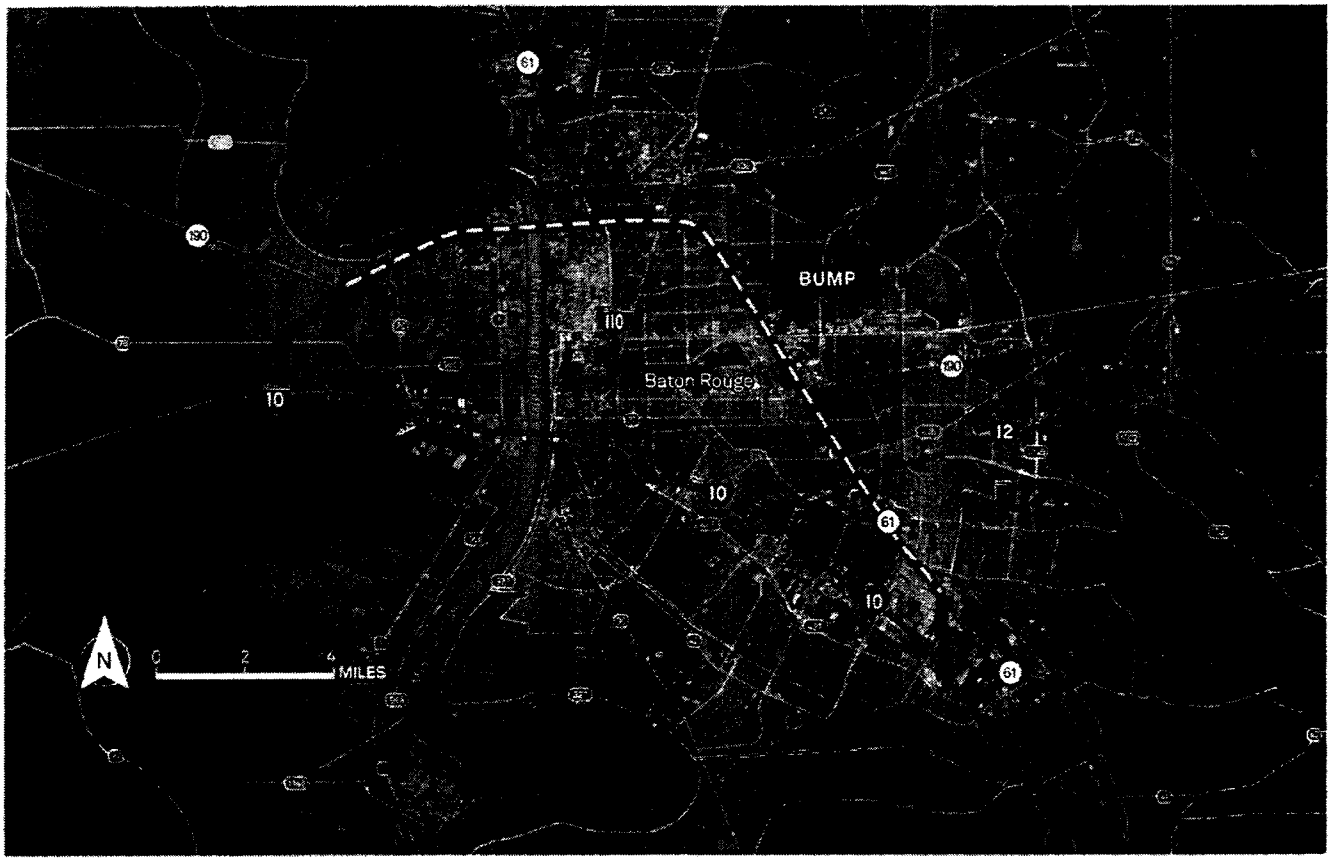
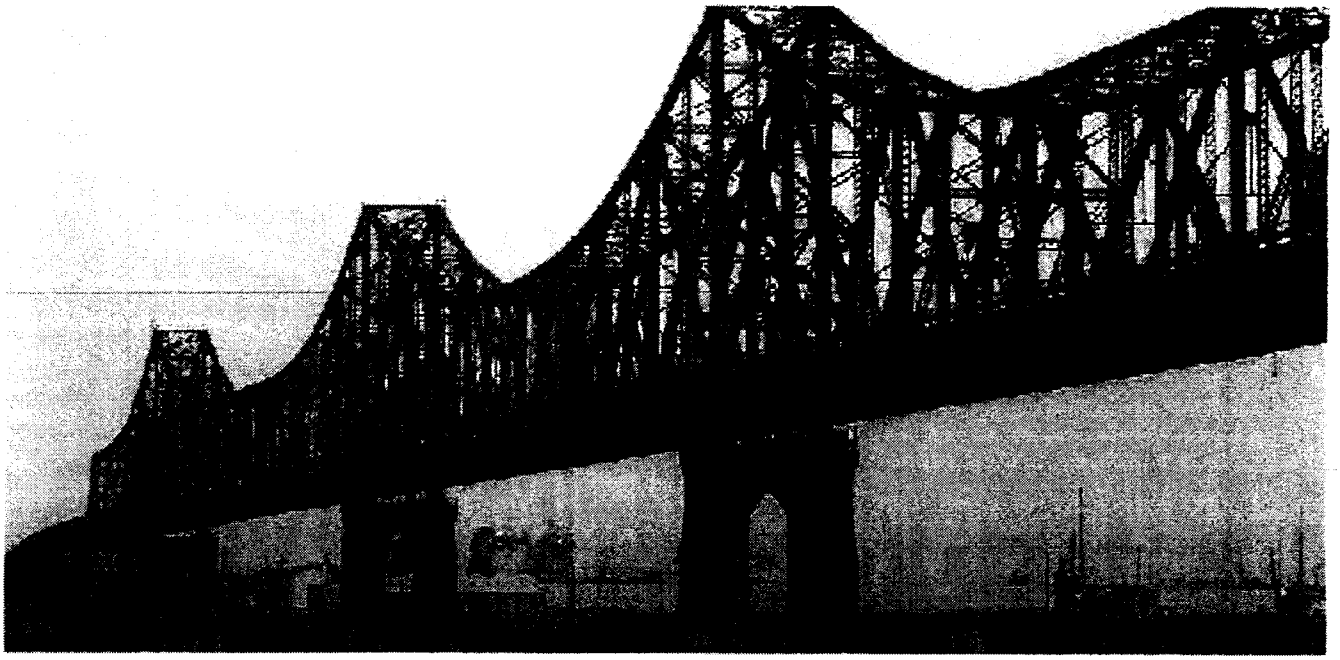


Figure B-1. BUMP Project.

The project is located in West Baton Rouge and East Baton Rouge Parishes, as shown on Figure B-1, above.

2. Description of Project



a. Project Vision

The BUMP vision is to improve the quality of life and economic prospects of the residents of Baton Rouge by offering fast, reliable travel around the region. This is accomplished through a new route to connect East and West Baton Rouge Parishes, both allowing I-10 traffic to avoid the congestion through the core urban area and across the Mississippi River as well as relieving severe congestion on existing US 61 in East Baton Rouge Parish.

The proposed project makes more efficient use of the existing old Mississippi River Bridge and other infrastructure by providing and upgrading key connections to the regional system. The BUMP provides a long-term alternative to the challenge of congestion on the I-10 bridge including the potential of congestion pricing use of the new capacity to maintain fast and reliable travel, while maintaining the existing "free" arterial.

b. Design Concept

i. Project Limits and Description

The proposed BUMP project begins on I-10 approximately 4 miles west of the LA 415 interchange in West Baton Rouge Parish and ends at I-10 near Pecue Lane in East Baton Rouge Parish (or at another connection point to I-10 as may be identified during the planning process). It is designed to provide a second free flow network across the river, providing an alternative to the I-10/I-12 system through the Baton Rouge region. It ties together I-10 and US 190 west of the river with I-110, I-12, and I-10 east of the river. To gain perspective, the BUMP is approximately the same distance from the Baton Rouge central business district (CBD) as is the I-610 loop from the Houston CBD.

A proposed central feature of the BUMP is an Urban Renewal Zone (URZ) in the older portions of the corridor north of Florida Boulevard in East Baton Rouge Parish. The URZ offers opportunities to help revitalize and stimulate redevelopment of the older part of the US 61 corridor and surrounding neighborhood areas. In addition, this part of the BUMP corridor will offer excellent retail, distribution, and other business opportunities that are dependent on traffic counts and high type regional network connections. Potential opportunities for the URZ within and adjacent to the right-of-way include:

- Enclosed drainage system (no open ditches)
- Overhead utilities relocated underground
- Improved roadway lighting
- Continuous path along the corridor
- Context sensitive features built into the design of the new facility
- Highest level of maintenance of the corridor compatible with similar toll funded roads
- A special district or districts created by ordinance to cover the areas adjacent to the corridor that could provide tax incentives, zoning modifications, enable bundling of properties, or other items to encourage redevelopment

The project is compatible with the proposed Baton Rouge Loop that would tie to I-12 east of Walker when constructed.

Refer to Figure B-2.

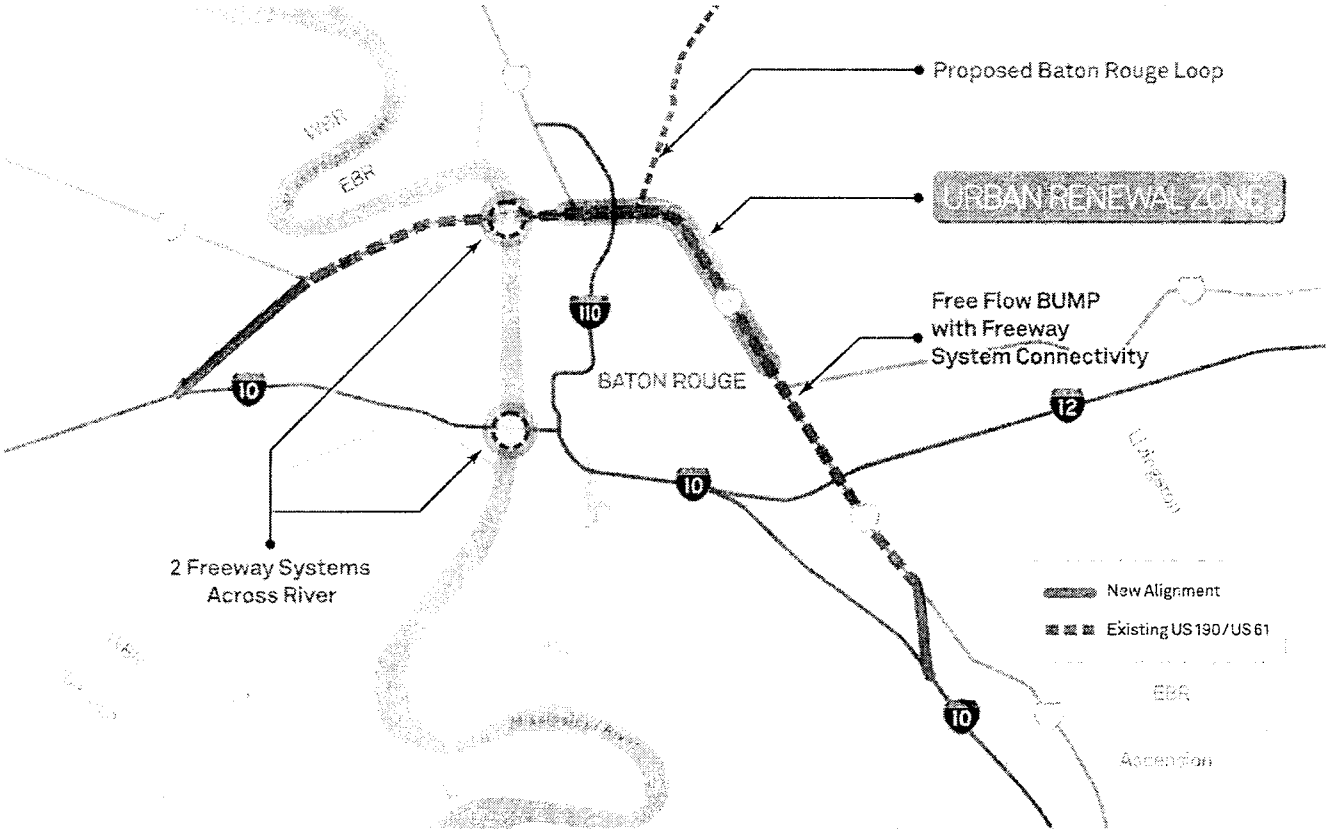


Figure B-2. BUMP Project Limits.

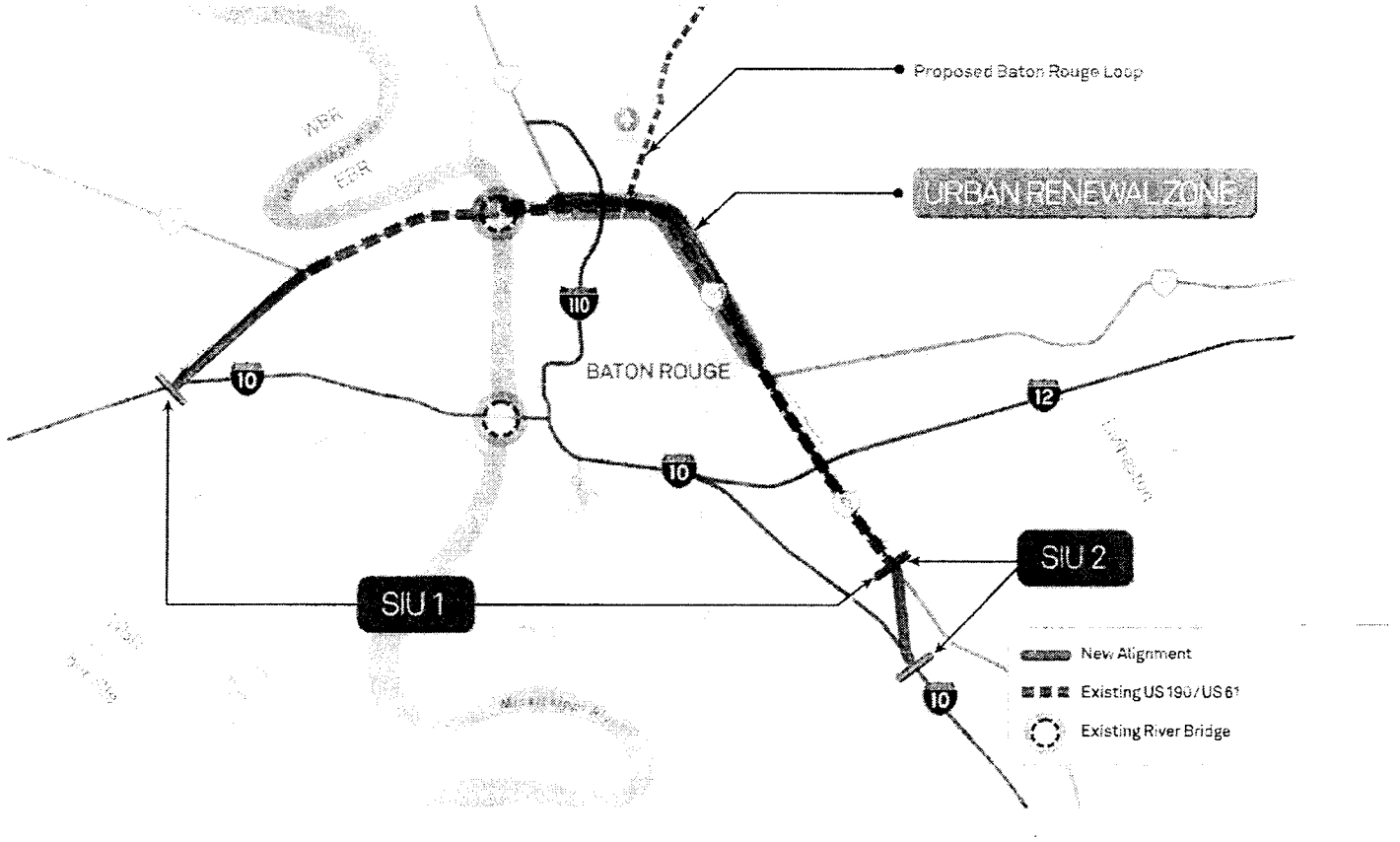


Figure B-3. BUMP Segments of Independent Utility.

ii. Project Segmentation and Independent Utility

It is proposed that the BUMP be broken into two segments of independent utility (SIU). SIU 1 will be the first segment for implementation and is the focus of AECOM's P3 proposal. SIU 1 is from I-10 in West Baton Rouge Parish to just south of Jefferson Highway in East Baton Rouge Parish, a length of approximately 21 miles. SIU 1, a functional stand-alone project, is considered to have the most immediate impact in relieving the I-10 Mississippi River Bridge, connecting I-10 west of the river to I-110 and I-12 east of the river, and also relieving existing severe traffic congestion along US 61 in East Baton Rouge Parish.

SIU 2 as currently conceived would connect from US 61 just south of Jefferson Highway to I-10 between the Highland Road interchange and Pecue Lane overpass. During the planning phase for SIU 2, other locations could be identified to connect I-10 to the US61/BUMP corridor. SIU 2 would be the second segment for implementation after initiation of SIU 1.

See Figure B-3 BUMP Segments of Independent Utility.

iii. SIU 1 Typical Section

The primary proposed typical section for the BUMP is shown in Figure B-4, representing the 200' wide SIU 1 right of way section that exists from Coursey Boulevard to the old bridge, about 10 miles. South of Coursey Boulevard to south of Jefferson Highway, about 2 miles, the existing right of way is a minimum of 300' wide.

See Figure B-4 BUMP Typical Section.

In West Baton Rouge Parish (SIU 1 typical sections not shown) existing right of way will be used along 3 miles of US 190 immediately west of the old bridge while new right of way with minimum 300' width is proposed to be acquired in open farmland to connect I-10 to US 190, a distance of approximately 3 miles.

iv. Interchange Locations and Types

Both System Interchanges and Service Interchanges will be provided along the BUMP corridor. System Interchanges are considered freeway-to-freeway (or tollway) connections or other major regional network interchanges SIU 1 System Interchange locations are indicated below:

- I-10/BUMP West Baton Rouge (new directional interchange)
- US 190/BUMP West Baton Rouge (new free flow interchange)
- I-110/BUMP East Baton Rouge (existing 4-level directional interchange)
- I-12/BUMP East Baton Rouge (existing cloverleaf interchange to be improved)

When SIU 2 is implemented this would include the following additional System Interchanges:

- US 61 South/BUMP (new free flow interchange)
- I-10/BUMP East Baton Rouge or other location (new directional interchange)

Service interchanges will provide connections from the free flow tollway to the parallel signalized frontage roads or directly to the crossing streets as appropriate. Service interchanges provide access to surrounding businesses and other land uses. They will be located periodically throughout the corridor as deemed appropriate as an outcome of the NEPA and preliminary design process. Approximately 8 to 10 Service Interchanges are anticipated for the BUMP SIU 1 project.

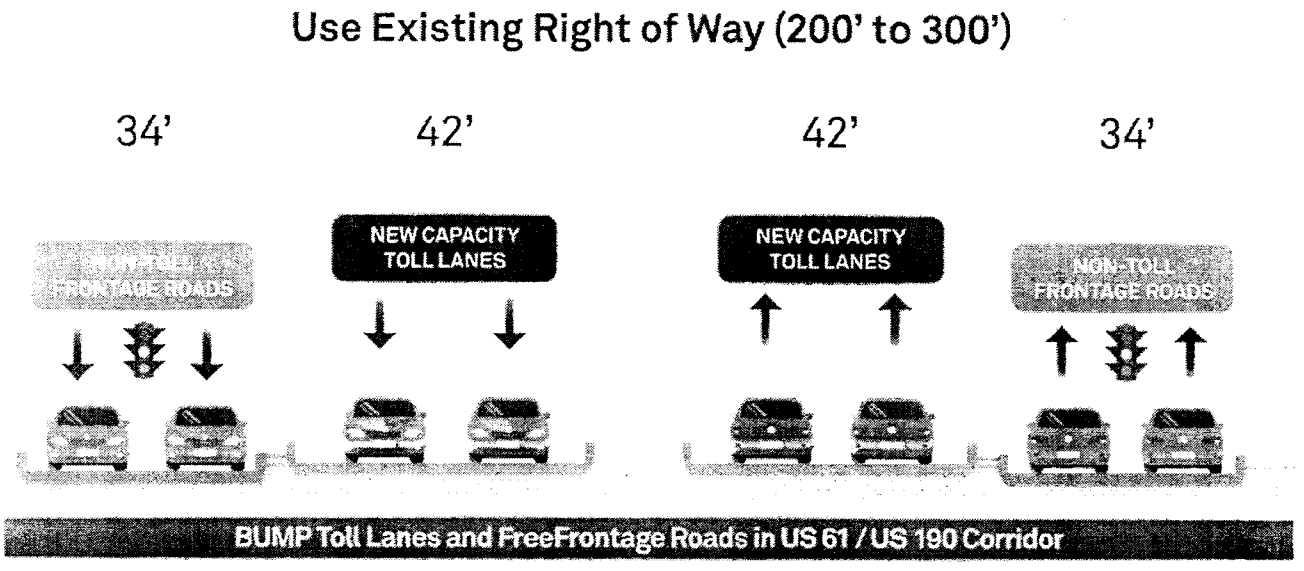


Figure B-4. BUMP Typical Section.

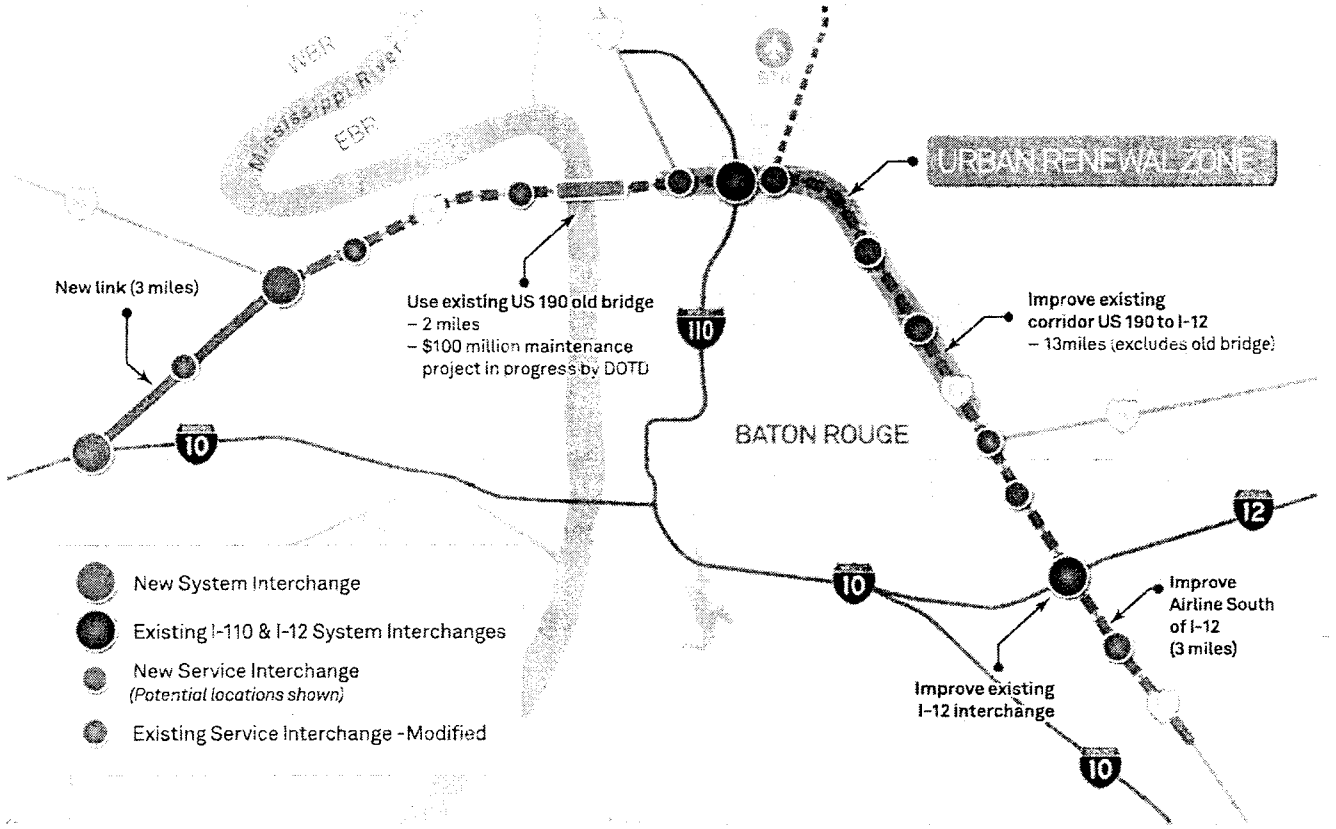


Figure B-5. BUMP SIU 1 Interchange Locations and Types.

Figure B-5 shows the System Interchange and potential Service Interchange locations, as well as other features of the BUMP SIU 1 project. Many of the Service Interchanges are in place today (for example, Jefferson Highway north, Florida Boulevard, Greenwell Springs Road) and will be incorporated into the project. New Service Interchanges will be "slip ramp" type interchanges connecting the free flow tollway to the parallel signalized arterial frontage roads, providing circulation and access to adjacent businesses and cross streets.

c. Operations

i. Traffic Flow

The BUMP concept is similar to successful projects seen in Dallas-Fort Worth, Houston, Los Angeles, and Northern Virginia and increasingly adopted by DOTs nationwide.

The BUMP will operate as two different roadways in the same corridor. One of the roadways will be free flow, with speeds of 60 to 70 mph, while the other roadway will be a signalized arterial with speed limit expected to be 40 mph (effective speed lower than this due to signalized intersections throughout the corridor). The signalized arterial portion of the BUMP is essentially the same type of roadway that exists in the existing US 61/US 190 corridor on the east side of the river, but will be improved operationally due to the wider separation of directional roadways, new signal systems, and other features. The basic capacity of the corridor will increase from approximately 42,000 vpd (4 lane signalized arterial) to approximately 120,000 vpd (4 lane freeway plus 4 lane signalized arterial.) These capacities are estimated using using typical peak hour, directional split, and cycle split factors.

Interface from the free flow tollway to surrounding land uses will be one of two ways: utilization of existing interchanges such as Florida Boulevard or Greenwell Springs Road to access cross streets (similar to today); or new "slip ramps" that deliver traffic from the free flow tollway to the parallel arterial road and then to adjacent businesses and other land uses.

One traffic circulation pattern that will be different is the elimination of median openings along Airline Drive. Vehicles will not be able to make direct

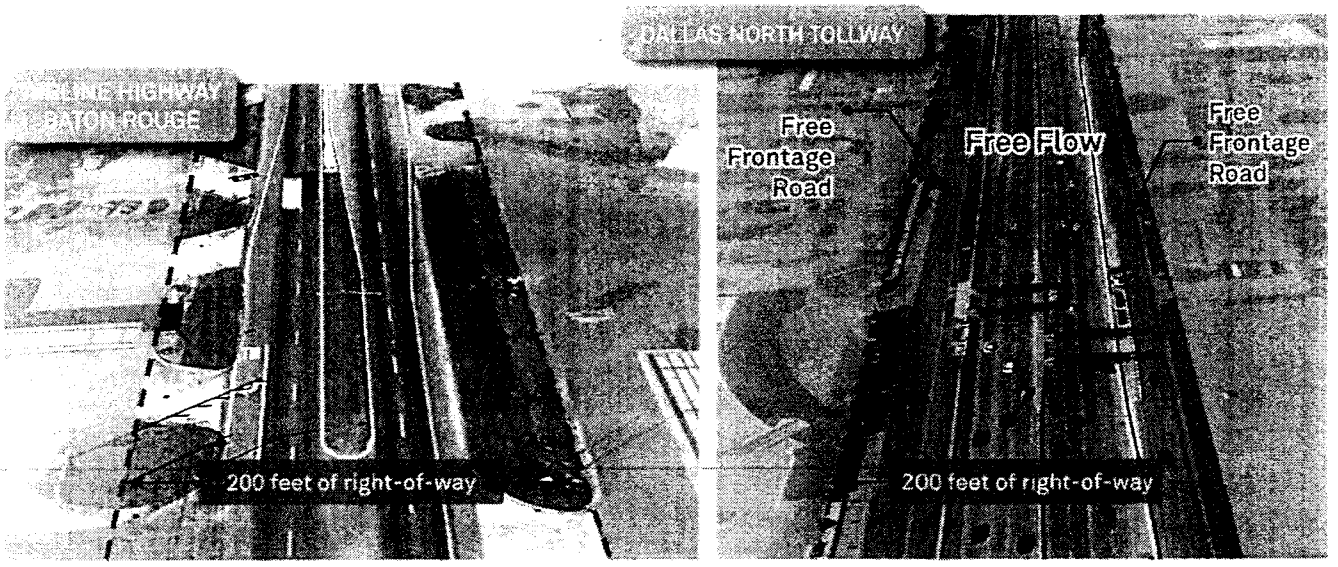


Figure B-6. Dallas North Tollway and Existing US 61 (Airline Highway) Baton Rouge.

left turns across opposing traffic into a driveway, but instead will use the free flow arterial u-turns provided in advance of the signalized cross street intersections. The effect for motorists is that the distance traveled sometimes will be farther, but the travel times will be less due to the free flow nature of the system (eliminates waiting in a left turn queue at a traffic signal or for gaps in opposing traffic stream). The measured mid-afternoon travel times in the existing US 61 signalized corridor north of I-12 are approximately 13 mph. The free flow nature of the new system (60–70 mph) plus the adjacent signalized arterials will provide significant improvement to this.

This traffic circulation plan is commonly employed in other urban areas. An example of this type of system is the Dallas North Tollway (DNT), shown in Figure B-6 alongside the existing US 61/Airline Highway in Baton Rouge. The DNT has many similar features to the BUMP including its typical section that fits within a 200' right of way, the same as the minimum available for the BUMP.

ii. Toll System

Toll system studies will be performed to determine system details. It is expected that the system will operate as all-electronic toll collection, allowing full-speed travel throughout the corridor without stopping at a toll barrier. Payments are proposed to be made with pre-paid transponders and/or invoice and pay by mail. This system will offer the option of providing high level of service to customers at all times of day through the use of real-time traffic and travel speed information to adjust toll prices to demand. Interoperability agreements with other states will be exercised.

d. SIU 1 Cost

Detailed cost estimates have not yet been performed for the BUMP project. Planning level estimates have been made based on the utilization of existing assets plus cost-per-mile and cost-per-interchange approaches for new construction.

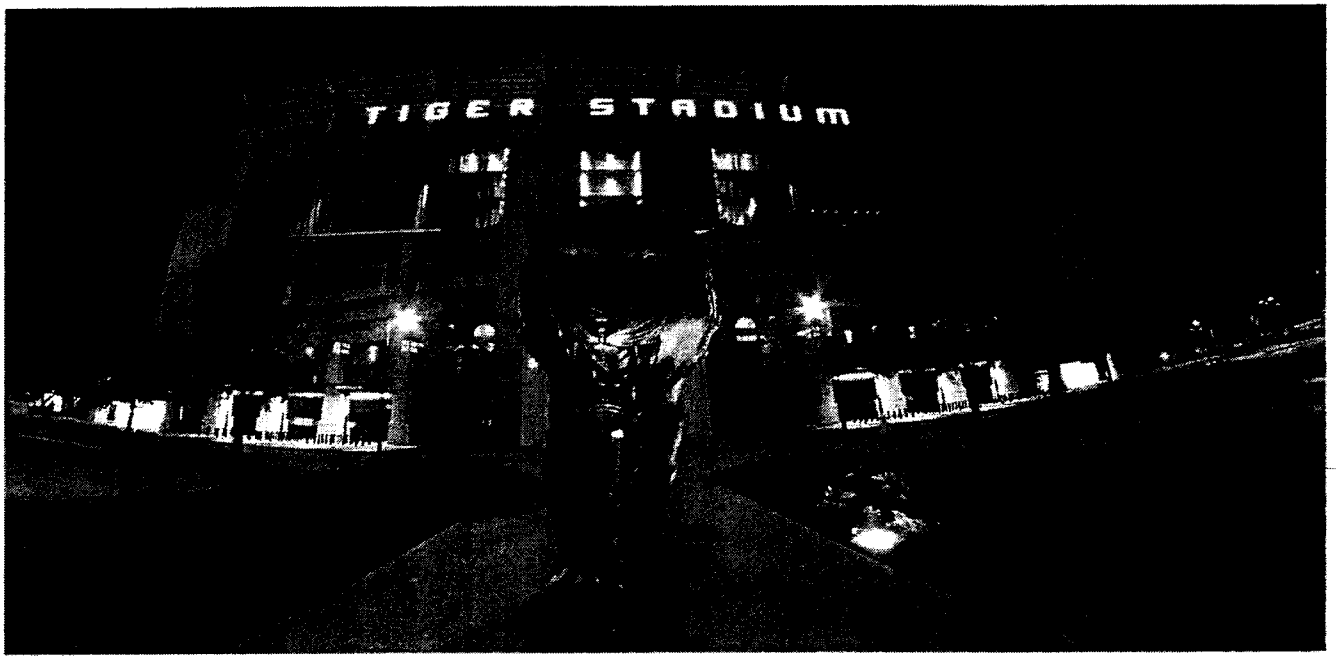
Significant existing assets in the corridor will be incorporated into SIU 1 of the BUMP project, reducing cost. These include the existing Mississippi River Bridge, existing US 61/I-110 directional interchange, several existing overpasses/interchanges along US 61 and US 190, existing pavement, and existing right of way.

Major new assets for SIU 1 that will be needed for the project, in addition to utilization of the existing assets, include the following:

- New or improved system interchanges on I-10 in West Baton Rouge Parish and I-12 in East Baton Rouge Parish
- Other system and/or service interchanges
- New alignment section in West Baton Rouge Parish from I-10 to US 190
- New, repaired, and reconstructed mainline and frontage road pavement from US 190 in West Baton Rouge Parish to south of Jefferson Highway in East Baton Rouge Parish
- Utility adjustments

The planning level estimates indicate that these new features of the BUMP represent approximately $700 million to $800 million of implementation cost.

3. Project Schedule



Major steps of project development and delivery include procurement, planning, and delivery. These are shown on Figure B-7 below.

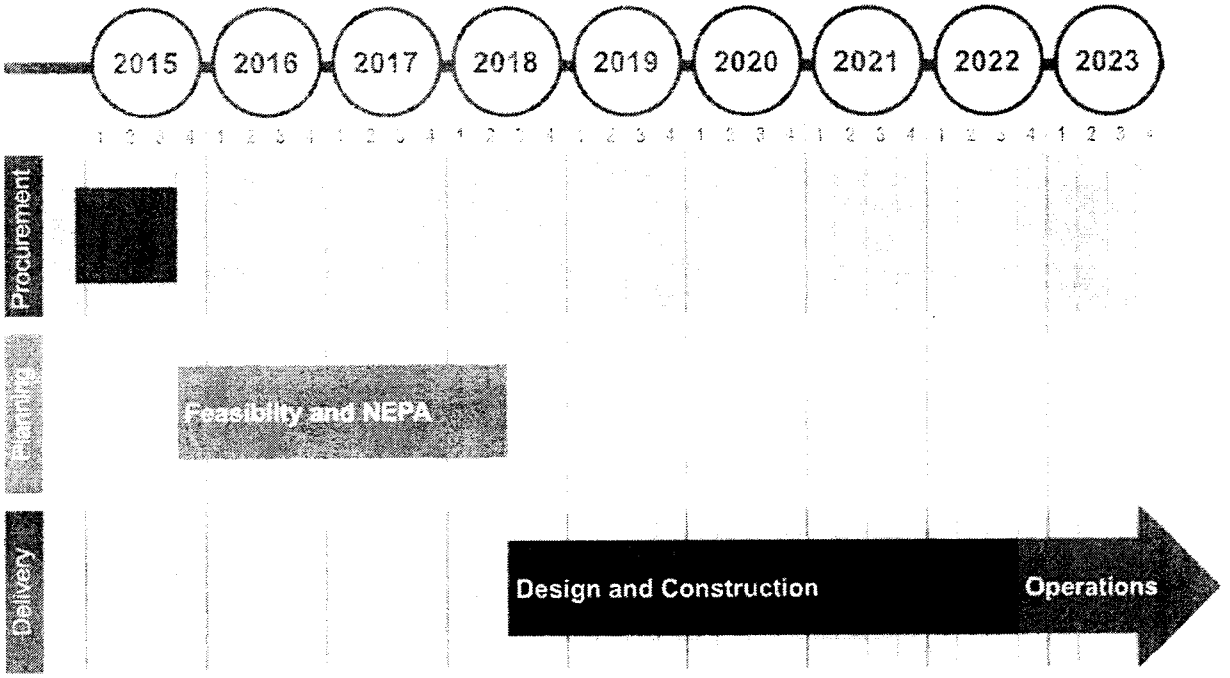


Figure B-7. Project Development and Delivery Schedule.

4. Property Acquisition Plan

As shown on Figure B-4, the typical section for the east side of the river fits within existing right of way and there are no anticipated right of way requirements. A possible exception, not yet fully determined, is that slivers of 15'-20' width may be needed in the flare out area for the slip ramp interchanges in the section of the corridor that has 200' of existing right of way width (perhaps one to three locations). If these slivers of right of way turn out to be needed, the slip ramp interchanges will be selected carefully with the goal that acquisition will not adversely impact any existing business operations in the corridor.

Also on the east side of the river, the design treatment of the frontage roads as they approach and diverge from the old bridge will be considered for potential right of way requirements. Field observation of the corridor in this area does not indicate that any displacements or other unmanageable impacts will occur.

On the west side of the river, new right-of-way will need to be acquired in the 3-mile section from I-10 to US 190, across open farmland. It is likely that this new right of way will be 300' wide. Planning efforts to date indicate that no residential or business displacements will be necessary.

An additional right-of-way footprint for the BUMP/US 190 interchange will be determined during the planning process. Preliminary design concepts indicate that this interchange can be configured to avoid residential or business displacements.

It is proposed that right-of-way acquisitions be performed by the LTA (or DOTD) under existing state law and standard acquisition procedures. The costs of the needed right-of-way acquisitions will be borne through the financing plan established for the BUMP project.

5. Local Transportation Plans

The proposed BUMP project is a major capacity and safety improvement to the existing US 190/US 61 arterial corridors. In the last decade, in recognition of severe congestion in the corridor, US 61 within the limits of the BUMP has undergone capacity improvements at the US 61/Siegen Lane/Jefferson Highway intersection area (about 1 mile) and from Coursey Boulevard to Florida Boulevard (about 3 miles). Prior to construction, these capacity improvement projects were adopted into the MPO Transportation Improvement Plan as called for under the planning process. Although no funding is identified, in 2013 approximately $27 million of pavement widening and signal improvements were proposed for the arterial section from Florida Boulevard to Greenwell Springs Road. From Cedarcrest Ave proceeding south to Ascension Parish approximately $77 million of improvements were proposed. The portion of these improvements and costs north of Jefferson Highway (estimated $40 million) would not be needed after the BUMP project is implemented. These projects, either previously constructed or proposed, have been funded or are proposed to be funded from traditional state/federal sources.

The BUMP project as described in this proposal is included in the DOTD's draft Statewide Transportation Plan Update, released April 2014. The STPU identifies the statewide set of mega-projects that are needed to solve capacity or other issues. The final STPU including the BUMP project will be issued by DOTD in 2015.

The BUMP is compatible with and complementary to the north part of the Baton Rouge Loop, a section that begins on US 61 (BUMP) at Plank Road and extends to I-12 east of Walker, a distance of about 25 miles. This section of the overall Loop project, which currently is in a Tier 1 EIS phase, has been identified as the potential first project to move forward. The next steps for this would be a potential Tier 2 EIS and identification of funding. Refer to Figure B-8 which shows the relationship of the BUMP project to the proposed Baton Rouge Loop. The Loop's north section of first priority is shown in yellow.

The proposed West Side Expressway (WSE) is a new facility paralleling the Mississippi River on its west side between Baton Rouge and New Orleans. The WSE is included in the DOTD's Statewide Transportation Plan Update and has been identified in the 2014 session of the Louisiana Legislature for Capital Outlay funding to begin the planning process. The BUMP is compatible with and complementary to the WSE in that the BUMP directional interchange on I-10 in West Baton Rouge Parish will serve in a dual role as the beginning point of the West Side Expressway and help to facilitate its implementation.

When the planning process is completed for the BUMP SIU 1 in approximately three years, including the NEPA phase, the project will need to be adopted into the MPO Transportation Improvement Plan prior to construction.

Completion of the BUMP SIU 1 will open potential opportunities for an Expanded BUMP concept utilizing the existing Florida Boulevard (US 190) and Airline Highway (US 61) corridors. The Expanded BUMP concept has potential to help improve regional mobility and reduce congestion. The Expanded BUMP corridors, if pursued by DOTD, LTA, the Parishes, or other interests, would need to be adopted into the MPO Transportation Improvement Plan before they could be constructed.

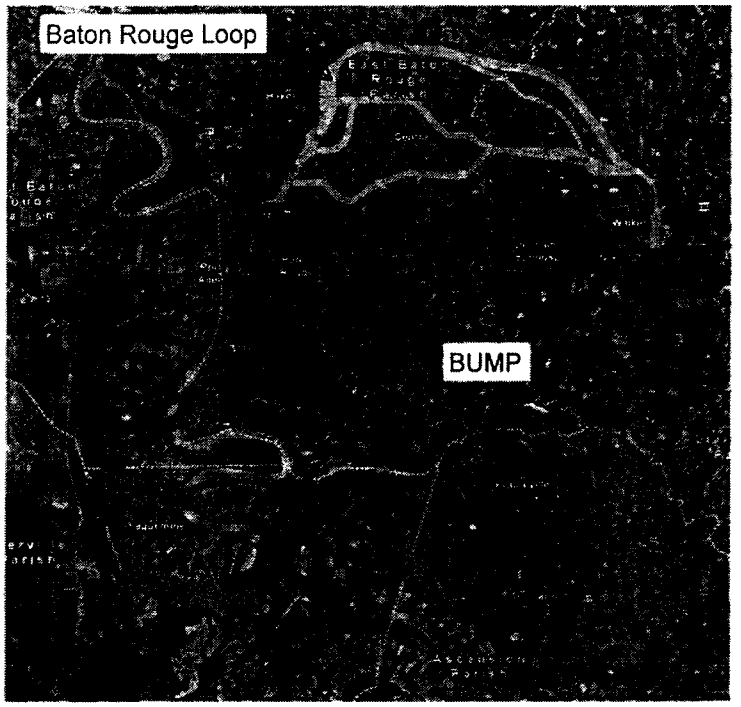


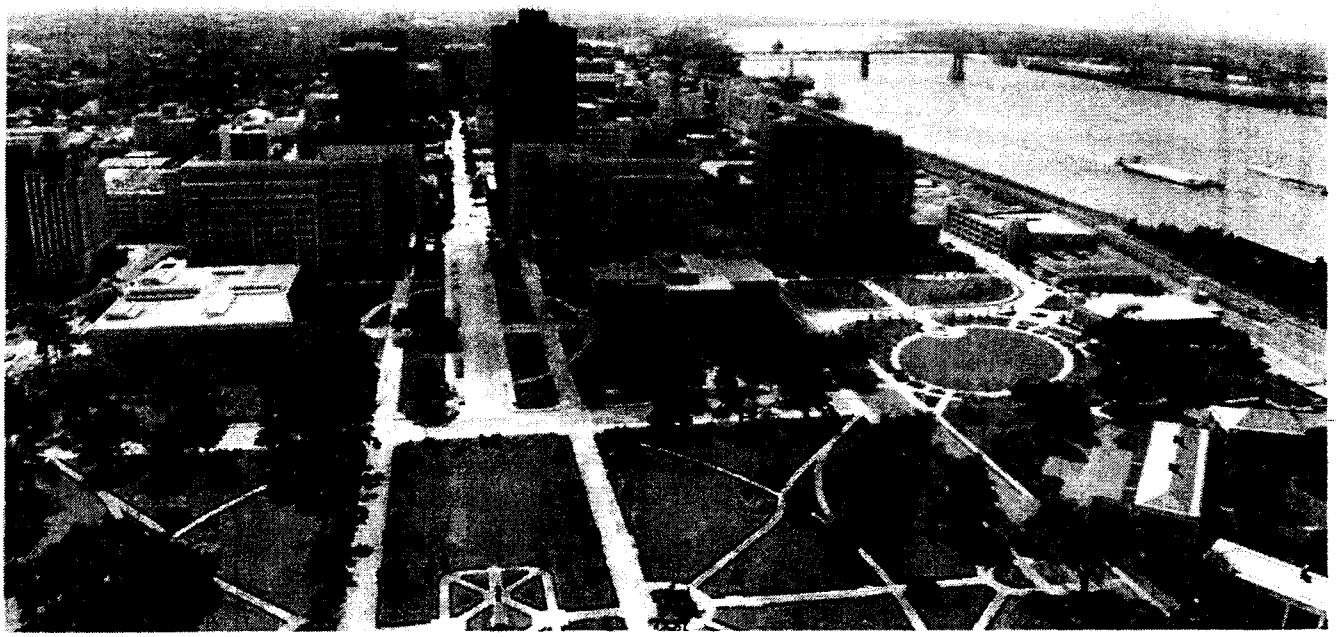
Figure B-8. BUMP in Relationship to Proposed Baton Rouge Loop.
Source: Baton Rouge Loop Tier 1 EIS Studies.

6. Needed Permits and Approvals

Below is a preliminary list of permits and approvals needed for the BUMP project, in accordance with Louisiana's P3 process and federal planning requirements:

- Public Hearing: House and Senate Committees on Transportation, Highways, and Public Works – LTA responsibility
- Contractual agreements for project delivery – LTA/AECOM
- Finding of No Significant Impact (FONSI) or Record of Decision (ROD) as a result of the NEPA process – FHWA/ LTA
- Interchange Justification Report (IJR) and/or Interchange Modification Report (IMR) – FHWA/LTA
- Adoption of BUMP into the Baton Rouge Region Transportation Improvement Plan during or at completion of project planning and prior to construction -- MPO

7. Utilities



Field observations indicate there are no major utilities observed within the existing right-of-way that would impede construction of the project. Needed utility relocations will be performed in coordination with the utility companies in accordance with existing utility permits, state law, and/or as otherwise required.

8. Project Finance, Delivery, and Operations

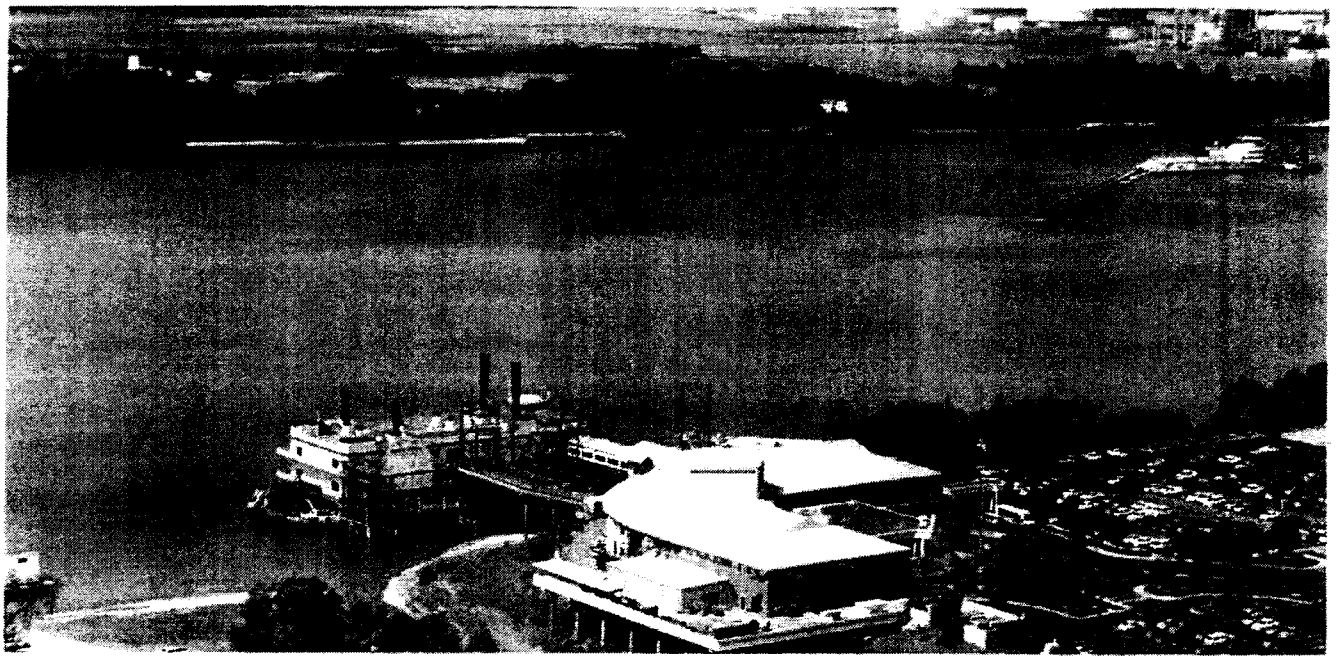
Project funding will come through vehicle tolls collected on the free flow tollway part of the BUMP system (other sources of funding such as rail crossing fees at the Mississippi River Bridge or a TIF district along the corridor, for example, could be considered as well). The arterial part of the system will not be tolled and remain free for users, the same as today. US 61 and US 190, with observed existing traffic volumes, present more toll revenue certainty with less risk than a greenfield project given that the existing traffic demand can be observed and latent demand is known to exist. AECOM has used industry standard approaches to confirm the general reasonableness of initial toll revenue assumptions.

The cost of the BUMP is significantly reduced due to incorporation of significant existing assets such as the US 190 Mississippi River Bridge. Current planning estimates are $700 million to $800 million of new construction for implementation of SIU 1.

AECOM's project financing plan will follow established practice in the financing of transportation infrastructure under a P3 model in the United States and include consideration of bank debt, equities, TIFIA loans, Private Activity Bonds, and other sources of financing as appropriate. Details of the financing plan will be crafted during and at the conclusion of the planning phase when hard details of the adopted project are known (such as cost, revenue, availability of federal loans and tax credits, prevailing market conditions, etc.). Traditional public funding supplements through availability payments or other means are not expected to be required based on information available at this time, and will be proposed for incorporation into the financing plan only if necessary based on final design features, detailed cost estimates, adopted toll rate schedule, and other decisions built into the project as determined jointly by the LTA and AECOM.

Delivery of the project will be in accordance with Louisiana's P3 legislation by AECOM through a long term concession agreement with LTA developed at the end of the planning phase. Specific details and responsibilities for operations and maintenance of the system will be determined at the appropriate time and built into the long term concession. This includes such items as toll rate schedules and maintenance standards. The long term concession is expected to have a duration of between 40 and 75 years. At no time will the LTA release ownership of the project. At the end of the concession term, operations and maintenance responsibility for the BUMP project will revert back to the LTA.

9. Points of Contact



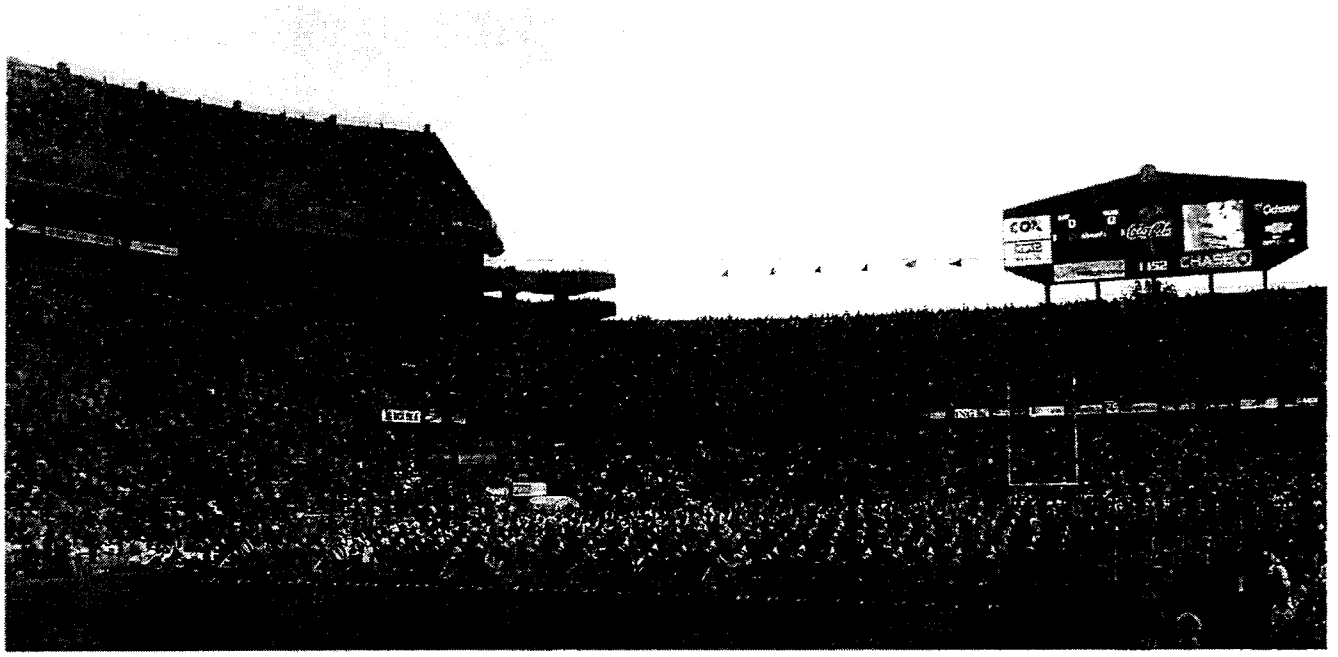
AECOM Louisiana

Robert Schmidt
232 3rd Street
Baton Rouge, LA 70802
225-202-6287
robert.schmidt@aecom.com

AECOM Alternative Delivery

Sia Kusha
605 3rd Ave.
New York, NY 10158
813-240-6190
sia.kusha@aecom.com

10. Public Purpose



LA R.S. 48:2084 D.(1) states: *"The authority may approve the proposal of a private entity to develop or operate a qualifying transportation facility upon finding that the proposal serves a public purpose. The authority shall consider the following factors to determine if a private entity proposal serves a public purpose."* Below AECOM has listed the factors from the legislation and responded to each to demonstrate clear public purpose for the BUMP project.

(a) There is a public need for a transportation facility or facilities of the type the private entity proposes to develop or operate as a transportation facility.

The BUMP serves a clear need to help relieve traffic congestion on I-10 across the Mississippi River, along I-10 through the heart of Baton Rouge, and along the US 61 corridor in East Baton Rouge Parish.

(b) The transportation facility or facilities and the proposed interconnections with existing transportation facilities, and the private entity's plans for operation of the qualifying transportation facility or facilities are reasonable and not incompatible with the state transportation plan and with the local governmental entity's comprehensive plan or plans.

The BUMP interconnections with existing I-10, US 190, I-110, I-12, and US 61 provide free flow linkage in the freeway and regional primary arterial systems that currently does not exist, offering motorists options and flexibility in the way they travel throughout the region. This will improve the quality of life in general, including highway safety, and help relieve congestion on the I-10 and US 61 corridors in particular. Operations of the facility will be in accordance with industry standards for toll roads in the United States and based on the long term concession that is agreed to prior to implementation of the project. The BUMP project is compatible with the state transportation plan in that it is a part of the Statewide Transportation Plan Update currently being finalized by DOTD. It also is compatible with Capital Region Legislative Delegation (CRLD) plans for improving traffic issues in the Baton Rouge region, having been listed as the CRLD number 1 priority in both the 2013 and 2014 legislative sessions. The Governor supports the initiation of planning for the BUMP as indicated by his public call to fund this project through the Capital Outlay process in the 2014

session of the legislature. In the 2014 session the Legislature and Governor authorized Capital Outlay funds for initiating the planning process for the BUMP. As conceived, the BUMP will eliminate the need for an estimated $40 million of public funding that was proposed in 2013 to widen two sections of the US 61 corridor north of Jefferson Highway.

Before BUMP construction can proceed (beginning approximately three to four years from now), the project must be adopted into the Transportation Improvement Plan of the Baton Rouge MPO.

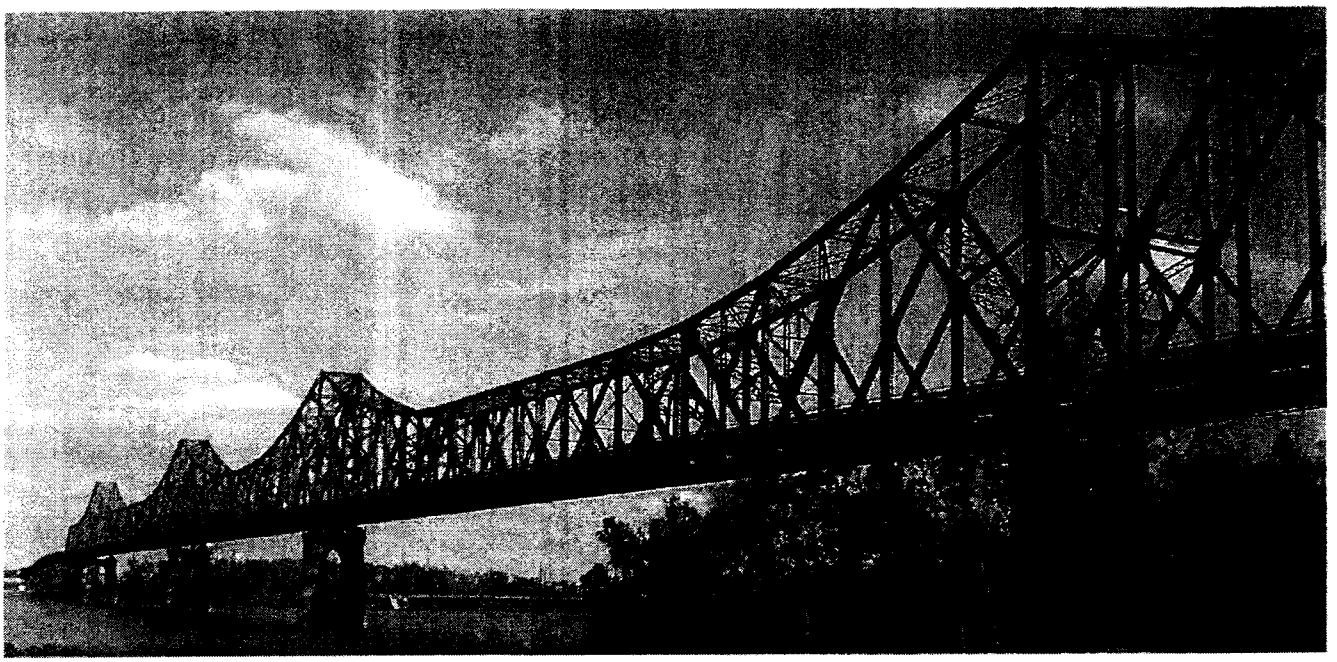
(c) The estimated cost of the transportation facility or facilities is reasonable in relation to other similar facilities.

The BUMP SIU 1 is approximately 21 miles in length with an estimated implementation cost of $700 million to $800 million. This cost is managed down significantly by incorporating and leveraging existing assets such as the US 190 Mississippi River Bridge, existing interchanges, and existing right-of-way into the project. Due to this the cost of the BUMP project is extremely reasonable when compared to similar projects.

(d) The private entity's proposal will result in the timely development or more efficient operation of the transportation facility.

By their nature P3 projects, with private investment, stewardship, and focus, many times will put pressure on the project delivery process which is expected to result in a greater chance of success for required clearance to implement the project as well as expedited delivery of the project. The positive impact of P3s on delivery schedules is well-established, when compared to traditional methods. Operations and maintenance of the facility will be funded by toll revenues. Toll funded projects generally are able to support a high standard of operations and maintenance.

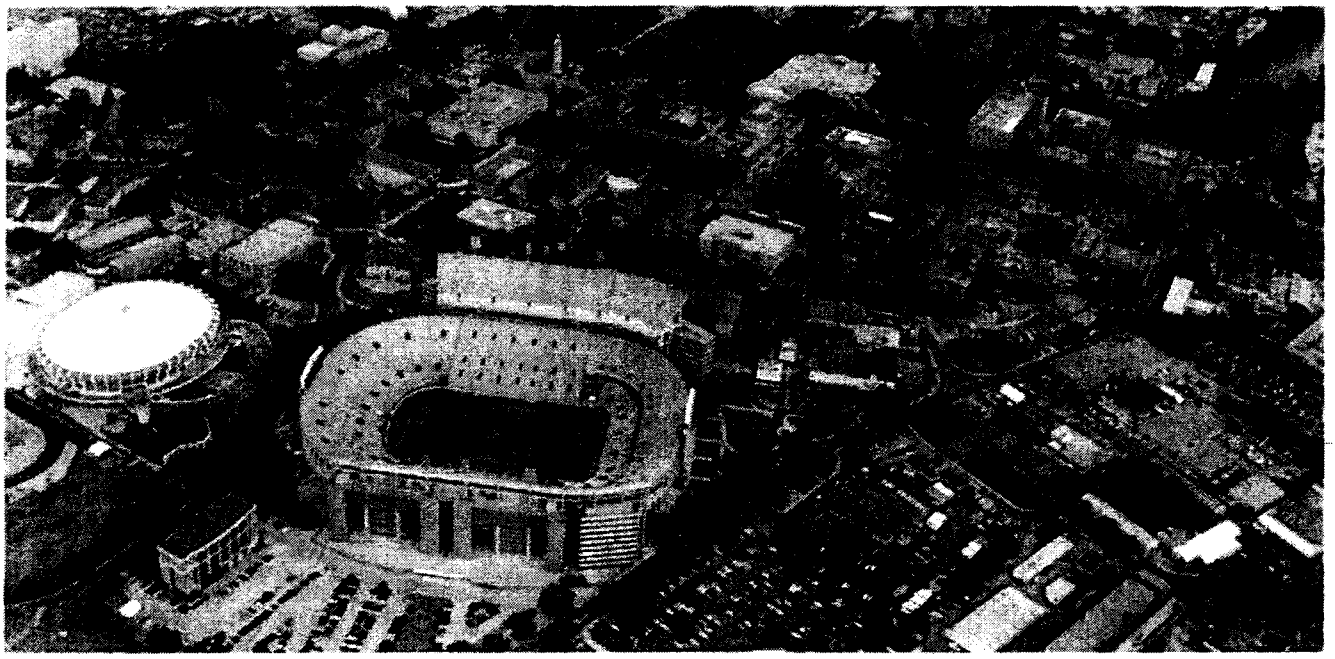
11. Proposal Review Fee



AECOM has submitted a cashier's check for the required submittal fee to the Louisiana Transportation Authority to meet section 3.2.3 of the LTA P3 Guidelines. The unsolicited proposal has been submitted to the following address as directed:

Secretary of Transportation
Louisiana Department of
Transportation and Development
1201 Capitol Access Road
Baton Rouge, LA 70802

12. Additional Material



AECOM has nearly 100,000 employees — including architects, engineers, designers, planners, scientists and management and construction services professionals — serving clients in more than 150 countries around the world. Following the acquisition of URS, AECOM is a premier, fully integrated infrastructure and support services firm. AECOM is ranked as the #1 engineering design firm by revenue in Engineering News-Record magazine's annual industry rankings. The company is a leader in all of the key markets that it serves, including transportation, facilities, environmental, energy, oil and gas, water, high-rise buildings, and government.

AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that create, enhance and sustain the world's built, natural, and social environments. A Fortune 500 company, AECOM companies, including URS Corporation and Hunt Construction Group, had revenue of approximately $19.5 billion during the 12 months ended Sept. 30, 2014.

A leader in P3 services

A leader in P3 services, AECOM regularly works with contractors, developers, lenders, concessionaires and grantors to deliver P3 projects. In addition, we have helped design more than 50 major design-build projects totaling over $18 billion in construction costs. These projects help to shape the neighborhoods we live in, roads that we drive on, the airports that we fly from, and the trains we ride on.

AECOM brings the experience needed to provide superior P3 services:

- Bridge engineering
- Highway engineering
- Civil engineering
- Intelligent transportation systems
- Transportation economics and planning
- Traffic management planning
- Environmental studies
- Hydrology and drainage design
- Utilities engineering
- Tolling
- Urban design
- Geotechnical

In addition to our strength in transportation engineering services, AECOM also provides the following services on P3 projects throughout the world:

- Planning studies
- Toll and revenue forecasting
- Value engineering
- Owner advisory services
- Program management, construction engineering and management
- Project financing

Due Diligence, Asset Condition Surveys, O&M and Asset Management Strategies, Bid Management, Strategic Advisory, Technology, Transition Services, and Program Management. AECOM was one of the first firms to acknowledge that these services were vital to the development and continuation of P3s. Today we are staffed with advisors and specialists in each of these areas fully equipped to tackle any questions or challenges that our clients have.

P3 and Design-Build. AECOM has been involved and played important roles in not only Design-Build, but also other delivery methods such as Design-Build-Operate-Maintain, Design-Build-Operate-Maintain-Finance and Build-Operate-Transfer. We understand the different needs and requirements our clients have to deliver projects using different P3 vehicles. We offer affordable solutions to exceed the goals of contractors, developers, lenders, concessionaires, and grantors.

We Understand what Best Value Means. As designers on major P3 and design-build projects our goal is to provide the best value possible at the lowest cost for our clients. From a complex corridor design to a tunnel facility design, we strive to develop the best technical solution using innovation ideas and the latest technology.

AECOM in Louisiana

In Louisiana, AECOM has almost 40 years of successful history providing multi-disciplined professional engineering services to local, state, and federal agencies. With long-standing, permanent offices in Baton Rouge and New Orleans, AECOM can successfully blend our local presence and extensive knowledge with our national and international expertise in P3 and alternate delivery projects.

The AECOM team members combine innovation and technical expertise, and bring national thought leadership and local grounding. We are a multi-disciplinary team that believes in creating community-driven, technically sound solutions to the transformational issues facing our markets.

Our clients in Louisiana include the following:

- Louisiana Department of Transportation and Development (DOTD)
- Louisiana Department of Natural Resources (DNR)
- City of Baton Rouge/Parish of East Baton Rouge
- US Army Corps of Engineers, New Orleans District (USACE)
- Federal Emergency Management Agency (FEMA)
- New Orleans Regional Planning Commission (RPC)
- New Orleans Regional Transit Authority (RTA)
- Port of New Orleans
- Louisiana Stadium and Exposition District
- City of New Orleans Department of Public Works (DPW)

AECOM's Louisiana offices are committed to serving the needs of the DOTD, as demonstrated by our years of successful work on high profile interstate projects, complex planning studies, structures design, and design-build. Including the combination of our local leaders and international expertise, the key factors that set AECOM apart are:

- Our local experience in Louisiana project understanding and planning studies,
- Our team's depth of qualified planners, designers, and P3 experts,
- Our resume of successfully completed complex, large-scale transportation P3 projects throughout the US and across the globe,
- Our past performance record on DOTD projects.

We look forward to partnering with the Louisiana Transportation Authority and DOTD on this challenging project.

AECOM is proud of its performance in Louisiana and is confident that we can meet the challenge of this unique and exciting project. Our expertise on P3 projects, our knowledge of the regulatory framework, and our understanding of Baton Rouge and Louisiana requirements enables AECOM to provide a solution to our cross-river and US 61 traffic challenges. We are excited for this opportunity.

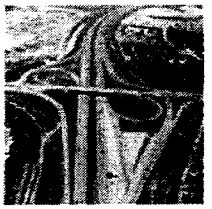
AECOM will be pleased to submit additional material and/or meet with the LTA and DOTD as requested.

AECOM's Selected P3 Experience

AECOM has extensive recent experience delivering P3 planning, design, advisory, finance, and construction services. Below are examples of some of our projects.

North Tarrant Express P3, Tarrant County, Texas

- Engineering design, planning and advisory services for $1.45B project
- Traffic and Revenue forcasts and support through financial close
- Tolled managed lanes
- Urban construction/limited ROW, MOT in highly congested area
- ITS implementation strategy
- Complex interstate interchange design



Northeast Stoney Trail/Calgary Ring Road P3, Calgary, Canada

- Lead design firm for $633 million (construction) project
- Complex, multi-level interstate interchange design
- Awards: Top Civil Project from the Alberta Construction Magazine and Process Innovation Award from the Alberta Transportation's Minister for Transportation Innovation

I-595 Express Corridor Improvements P3, Broward County, Florida

- Lead engineer for $1.3 billion (construction) project
- Major urban construction with limited ROW; more than 180,000 vehicles daily
- Complex interchanges and MOT phasing
- Managed / reversible lanes

New North Terminal at Louis Armstrong New Orleans International Airport Construction Manager at Risk (CMAR)

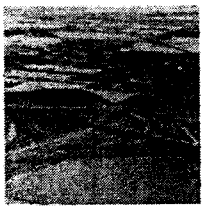
- Hunt Construction, an AECOM Company, is lead joint venture partner for this $546.5 million CMAR project
- Construction of a 650,000-square-foot terminal complex featuring two concourses with 30 gates and a 2,000 space parking garage
- Pre-construction services during design

Northwest Anthony Henday Drive P3, Edmonton, Canada

- Lead design firm for $1.36 billion (construction) project
- Complex, multi-level interstate interchange design
- 13 miles of divided highway, including eight interchanges with a total of 29 structures
- Technical Innovation Award for Transportation Innovation

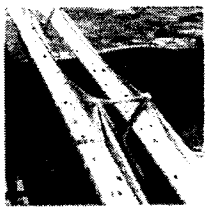
Port of Miami Tunnel P3, Miami, Florida

- Comprehensive technical due diligence of all risks for consortium and construction
- Review of full contract documents, with the grantor as well as the various contracts with the design/build and O&M subcontractors
- Design subconsultant for structures and civil works
- ITS design and systems engineering
- Construction project management



Northeast Anthony Henday Drive P3, Edmonton, Alberta

- Lead design firm for $1.7 billion (construction) project
- Sophisticated traffic control strategies
- 11 miles of reconstructed freeway, 5.6 miles of new greenfield freeway, 9 interchanges, and 46 structures including twin river bridge structures



Goethals Bridge Replacement P3, New York and New Jersey

- AECOM conducted Operational Expenditure and Capital Expenditure forecasts to help the client to design its offer and a payment mechanism review
- The Consortium was selected preferred bidder but was not awarded for the transaction