

Baton Rouge Loop Implementation Plan



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Technical Memorandum No. 6
Public & Agency Outreach

July 2008



East Baton Rouge



West Baton Rouge



Livingston Parish



Ascension Parish



Iberville Parish

Baton Rouge Loop Implementation Plan



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FOREWORD

The Baton Rouge Loop will be a free flow toll road around the Baton Rouge metropolitan area. The Implementation Plan phase of project development is the initial part of the process in planning, design, construction, and operations of the new roadway. The Implementation Plan phase is to analyze engineering, environmental, and financial feasibility of the proposed loop as well as solicit public, agency, and political involvement in initial planning for the project. The end result of the Implementation Plan phase is to identify and lay out the process for activities going forward that will lead to opening and operations of the loop.

A series of six technical memorandums have been developed to document the analysis and other activities during the Implementation Plan phase. These technical memorandums present and document work in the areas of engineering, environmental, traffic & revenue, financial feasibility, community involvement, and implementation planning. This technical memorandum is one of the series of six.

The team of planners, engineers, and other specialists developing the Implementation Plan are indicated below:





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1. INTRODUCTION

The Public and Agency Outreach Technical Memorandum No. 6 documents the public and agency involvement efforts associated with the BR Loop Implementation Plan. The purpose of this inventory is to assess and summarize the various public events, publications and activities prepared to inform and involve the public on the proposed project. The following items were produced or organized as part of the public outreach effort:

- BR Loop Public Information Network – a database including contact information of project Stakeholder Committee and Advisory Committee members, community groups and other organizations representing different perspectives within the study area;
- BR Loop Web Site – the web site, www.brloop.com, included a project overview, meeting notices and presentations, and contact information;
- Project Video – short informational video used in public meetings to inform the public about the Implementation Plan for the BR Loop project. The video was utilized by the Executive Committee, Stakeholder Committee, Advisory Committee members and the Project Team in public education and outreach;
- Project Fact Sheet – a brochure that included a project overview and schedule, history on tolling and toll road information;
- Public Meetings and Presentations – including Executive Committee meetings, Stakeholder Committee meetings, Advisory Committee meetings and community and small organization meetings;
- Media Relations - discussions and interviews with the media concerning the BR Loop Implementation Plan; coordinated the media by providing news releases, conducting interviews and press briefings.

2. PUBLIC AND AGENCY INVOLVEMENT

2.1. Public and Agency Involvement Plan

A Public and Agency Involvement Plan was developed for the BR Loop project to systemically build a broad basis of support from parish and municipal stakeholders, the general public and other interested parties. The Project Team worked closely with the BR Loop Executive Committee, the Stakeholder Committee, and the Advisory Committee to ensure effective public and agency participation.

The key objectives of the Public and Agency Involvement Plan activities were to: provide continuous information flow to stakeholders and the public; solicit



meaningful input representing the diverse points of view; and facilitate problem identification and conflict resolution through consensus-building activities.

The Public and Agency Involvement Plan also included graphic standards for the project logo including use of text colors and fonts. Communications protocols for responding to public inquiries were established for the Project Team and included as an addendum to the plan.

This process was designed not only to create consensus for a unified plan and model agreements, but also to create new networks of communication and set precedents for inter-jurisdictional cooperation.

The Public and Agency Involvement Plan is included as *Exhibit 1*.

2.2. Initial Agency Outreach & Coordination Guide

The Initial Agency Outreach and Coordination Guide was created to facilitate and document how coordination would occur between the Project Team and agencies during the Implementation Plan phase of the Baton Rouge Loop project.

The Guide describes activities and procedures during the Implementation Plan phase of the project including: description of the proposed project, the roles of the agencies and the public, initial project purpose and need, schedule, and the process for coordination and communications. The Guide outlined the responsibilities for the Project Team to have early engagement with agencies that have an interest in the project and are important to the project's success throughout the future NEPA process.

The Initial Agency Outreach & Coordination Guide is attached as *Exhibit 2*.

3. COMMITTEES

3.1. Executive Committee

The Executive Committee (EC) was formed as the management and decision-making body for the Baton Rouge Loop Implementation Plan. Members of this Committee include the five (5) Parish Presidents from the Baton Rouge region. The Executive Committee met monthly.

The Director of Planning of the Capital Region Planning Commission, Huey Dugas, serves as the Administrative Secretary for the Executive Committee.

Table 3-1 lists the members of the Executive Committee and their positions.



Table 3-1
Executive Committee Members

Position	Name
Ascension Parish President	<i>Tommy Martinez</i>
East Baton Rouge Mayor-President	<i>Melvin "Kip" Holden</i> (chairman)
Iberville Parish President	<i>J. Mitchell Ourso Jr.</i>
Livingston Parish President	<i>Mike Grimmer</i> (vice chairman)
West Baton Rouge Parish President	<i>Riley "Pee Wee" Berthelot</i>

3.2. Stakeholder Committee

The Stakeholder Committee was formed to represent civic and community stakeholders common to the five parishes as well as specific to each parish. Members were appointed by the Executive Committee.

Table 3-2
Stakeholder Committee Members

Position	Name
CEO, Baton Rouge Area Chamber	<i>Adam Knapp</i>
Executive VP, Baton Rouge Area Foundation	<i>John Spain</i>
Director of Aviation, Baton Rouge Metro Airport	<i>Anthony Marino</i>
Secretary, La. Dept. of Economic Development	<i>Stephen Moret</i>
Vice Provost, Louisiana State University	<i>Dr. Katrice Albert</i>
Southern University	<i>Margaret Ambrose</i>
Baton Rouge Community College	<i>Lloyd Baptiste</i>
Ascension Parish	<i>Kim Braud</i>
Ascension Chamber of Commerce	<i>Sherrie Despino</i>
Southwest Computer	<i>Chester Diez</i>
Eastbank Realty	<i>Cynthia Stafford</i>
Center for Planning Excellence	<i>Elizabeth Thomas</i>
Baton Rouge Area Foundation	<i>Gwen Hamilton</i>
Cyntreniks, LLC	<i>Brace Godfrey</i>
East Baton Rouge Parish	<i>John Noland</i>
CEO, MAPP Construction	<i>Michael Polito</i>



Black Chamber of Commerce	<i>Eric Lewis</i>
East Baton Rouge Parish	<i>Graydon Walker</i>
La. Association of General Contractors	<i>Derrell Cohoon</i>
Executive Director, Iberville Chamber of Commerce	<i>Hank Grace</i>
Professor, Louisiana State University	<i>Dr. Larry Rouse</i>
Livingston Parish	<i>Gerald Burns</i>
Livingston Parish	<i>Scott Jones</i>
Livingston Parish	<i>Wendell Pepper</i>
Livingston Parish	<i>Mickey Seale</i>
West Baton Rouge Parish	<i>Marc Barker</i>
WBRUB	<i>Sharon Stam</i>

3.3. Advisory Committee

The Advisory Committee was formed to provide technical assistance, coordinate with appropriate agencies and provide expert advice and counsel to the Executive Committee. Members were appointed by the Executive Committee.

Table 3-3
Advisory Committee Members

Position	Name
Director of Public Works, Ascension Parish	<i>Bob Turner</i>
Director, Ascension Parish Planning & Zoning	<i>Richard Compton</i>
Director of Public Works, East Baton Rouge Parish	<i>Pete Newkirk</i>
Chief Traffic Engineer, East Baton Rouge Parish	<i>Ingolf Partenheimer</i>
Iberville Parish	<i>Jesse Thompson</i>
Iberville Parish	<i>Tom Poole</i>
Livingston Parish	<i>Will Clark</i>
Mayor, City of Denham Springs	<i>Jimmy Durbin</i>
Director of Public Works, West Baton Rouge Parish	<i>Kevin Durbin</i>
Chairman, West Baton Rouge Parish Council	<i>Larry Johnson</i>
MPO	<i>Huey Dugas</i>



Louisiana Department of Transportation & Development	<i>Dr. Eric Kalivoda</i>
FHWA	<i>Carl Highsmith</i>
Louisiana Department of Transportation & Development	<i>Vacant ***</i>

*** Deputy Secretary of the Louisiana Department of Transportation & Development, Cedric Grant, served on the Advisory Committee until March 2008. A new appointment from LA DOTD Secretary William Ankner is pending.

4. PUBLIC OUTREACH AND INVOLVEMENT

4.1. Executive Committee Meetings

The BR Loop Executive Committee held public monthly meetings in the East Baton Rouge Parish Metropolitan Council Chambers (222 St. Louis Street, Baton Rouge, Louisiana). Meeting No. 5 was held at the offices of URS Corp. (7389 Florida Boulevard, Baton Rouge, Louisiana). The Project Team attended these meetings to provide updates on the Implementation Plan.

4.1.1. Executive Committee Meeting No. 1; June 5, 2007

The meeting consisted of the election of Executive Committee officers, appointment of a secretary/administrator and a presentation by the Project Team outlining the goals and objectives of the BR Loop Implementation Plan.

A meeting summary is included as *Exhibit 3*. The meeting presentation is included as *Exhibit 4*.

4.1.2. Executive Committee Meeting No. 2; July 19, 2007

The meeting consisted of a brief overview of the joint Stakeholder Committee and Advisory Committee meeting held on July 10, 2007; discussion of initial meetings with FHWA, DOTD and other agencies to review the scope and schedule of the BR Loop Implementation Plan; a report on the boundaries of the project; discussion of environmental constraints; and future steps.

A meeting summary is included as *Exhibit 5*. The meeting presentation is included as *Exhibit 6*.



4.1.3. Executive Committee Meeting No. 3; August 20, 2007

The meeting consisted of a brief recap of the previous month's activities including Project Team meetings with various community groups and agencies and a presentation by the Project Team on project's purpose and need, potential corridors, context-sensitive solutions and public outreach efforts. The Project Team also presented input received from members of the Stakeholder Committee and Advisory Committee during the July 10, 2007 joint meeting.

A meeting summary is included as *Exhibit 7*. The meeting presentation is included as *Exhibit 8*.

4.1.4. Executive Committee Meeting No. 4; November 15, 2007

The meeting consisted of a brief discussion on additional funding made available for the BR Loop project, of which \$500,000 would be allocated to hire a land-use planner. The Project Team briefed the Executive Committee on public outreach efforts conducted, corridor refinements and financing options including public-private partnerships for the project.

A meeting summary is included as *Exhibit 9*. The meeting presentation is included as *Exhibit 10*.

4.1.5. Executive Committee Meeting No. 5; December 13, 2007

The meeting, in conjunction with a joint Stakeholder Committee and Advisory Committee meeting, consisted of a brief project and corridor refinement overview as well as a discussion of preliminary traffic and revenue analysis. The Project Team also briefed the three committees on public outreach efforts, next steps and a project timeline.

A meeting summary is included as *Exhibit 11*. The meeting presentation is included as *Exhibit 12*.

4.1.6. Executive Committee Meeting No. 6; January 17, 2008

The meeting consisted of a brief project overview, discussion of further corridor refinement, the upcoming Texas trip and public meetings scheduled for late February and early March. Tommy Martinez, President of Ascension Parish, was also welcomed as the newest member of the Executive Committee. Members of the committee were also briefed on the \$4 million appropriation to continue the environmental phase of the project and the availability of the Baton Rouge Department of Public Works to service the Capital Area Expressway Authority (CAEA).



A meeting summary is included as *Exhibit 13*. The meeting presentation is included as *Exhibit 14*.

4.1.7. Executive Committee Meeting No. 7; February 21, 2008

The meeting consisted of a discussion on the upcoming trip to Austin and Dallas to meet with respective toll authorities and details of the public meetings scheduled for February 25-28 and March 3. The Project Team also briefed the Executive Committee on further corridor refinements.

A meeting summary is included as *Exhibit 15*. The meeting presentation is included as *Exhibit 16*.

4.1.8. Executive Committee Meeting No. 8; April 17, 2008

The meeting consisted of a brief review of the Executive Committee trip to Austin and Dallas and the second round of public meetings, a presentation of corridor refinements, remarks from the five parish presidents and discussion of the completion of the Implementation Plan and next phase of the project.

A meeting summary is included as *Exhibit 17*. The meeting presentation is included as *Exhibit 18*.

Table 4-1
Executive Committee Meeting Schedule

<i>Date</i>	<i>Location</i>
June 5, 2007	<i>EBR Metro Council Chambers</i>
July 19, 2007	<i>EBR Metro Council Chambers</i>
August 20, 2007	<i>EBR Metro Council Chambers</i>
November 15, 2007	<i>EBR Metro Council Chambers</i>
December 13, 2007	<i>URS Corporation</i>
January 17, 2008	<i>EBR Metro Council Chambers</i>
February 21, 2008	<i>EBR Metro Council Chambers</i>
April 17, 2008	<i>EBR Metro Council Chambers</i>

4.2. Executive Committee Texas Toll Facilities Tour

The BR Loop Executive Committee, Project Team members, representatives from FHWA and LA DOTD and members of the media participated in a tour of Austin and Dallas, Texas toll facilities March 6-7, 2008.



The fact-finding mission included tours of two North Texas Tollway Authority (NTTA) facilities in Dallas, the Dallas North Tollway (DNT) and the President George Bush Turnpike (PGBT) as well as briefings by NTTA executive leadership. Issues discussed in Dallas included an overview of the BR Loop project and the NTTA system, start-up issues, financing strategies and lessons learned.

In Austin, the group conducted a driving tour of the local area toll system and participated in a working session with Central Texas Regional Mobility Authority (CTRMA) and local political leadership. The contingent also met with Texas Turnpike Authority (TTA) and Texas Department of Transportation leadership.

An information source book distributed to trip participants is attached as *Exhibit 19*.

4.3. Joint Committee Briefing – Retired Gen. Barry McCaffrey

Retired Gen. Barry McCaffrey briefed the BR Loop committees August 23, 2007 on the state of the nation's crumbling infrastructure and the positive implications the BR Loop project will have on the Baton Rouge area. McCaffrey, chairman of HNTB Federal Services, regularly serves as HNTB's national thought leader on America's infrastructure challenges and national security issues.

4.4. Stakeholder Committee Meetings

4.4.1. Stakeholder Committee Meeting No. 1

The BR Loop Stakeholder Committee held its first meeting in conjunction with the BR Loop Advisory Committee on July 10, 2007 at 10:00 a.m. in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from the Project Team and discussion of the Stakeholder Committee and the Advisory Committee, members' roles and responsibilities in the official process. Committee members and the Project Team then held a question and answer session.

A meeting summary is included as *Exhibit 20*. The meeting presentation is included as *Exhibit 21*.

4.4.2. Stakeholder Committee Meeting No. 2

The BR Loop Stakeholder Committee held its second meeting on August 9, 2007 at 10:00 a.m. at the River Center Exhibition Hall at 275 South River Road, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from Mayor-President Kip Holden and Walter Monsour followed by a brief project status report by the Project Team



that included public and agency coordination, engineering, environmental processes and financing.

A meeting summary is included as *Exhibit 22*. The meeting presentation is included as *Exhibit 23*.

4.4.3. Stakeholder Committee Meeting No. 3

The BR Loop Stakeholder Committee held its third meeting in conjunction with the BR Loop Advisory Committee on October 11, 2007 at 10:00 a.m. in the Senate Chambers of the Old State Capitol at 100 North Boulevard, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from the Project Team and discussion of the elected official briefing held September 7, 2007. The Project Team also presented a brief overview of the first round of public meetings and the feedback received. Committee members were encouraged to continue to provide feedback to the Project Team. Other topics discussed included continued agency coordination, project financing options and next steps.

A meeting summary is included as *Exhibit 24*. The meeting presentation is included as *Exhibit 25*.

4.4.4. Stakeholder Committee Meeting No. 4

The BR Loop Stakeholder Committee held its fourth meeting on December 13, 2007 in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.

The meeting, in conjunction with Executive Committee Meeting No. 5 and Advisory Committee Meeting No. 4, consisted of a brief project and corridor refinement overview as well as a discussion of preliminary traffic and revenue analysis. The Project Team also briefed the three committees on public outreach efforts and next steps and a project timeline.

A meeting summary is included as *Exhibit 11*. The meeting presentation is included as *Exhibit 12*.

4.4.5. Stakeholder Committee Meeting No. 5

The BR Loop Stakeholder Committee held its fifth meeting in conjunction with the BR Loop Advisory Committee on April 10, 2007 at 10:30 a.m. in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.

The meeting consisted of opening remarks and an overview of the second round of public meetings held in February and March. A workshop format, committee



members were given the opportunity to comment and discuss corridors and the refinement process. Members were also briefed on the next steps of the project including the transition from the Implementation Plan phase to the Tier 1 Environmental Impact Statement (EIS) phase.

A meeting summary is included as *Exhibit 26*.

4.5. Advisory Committee Meetings

4.5.1. Advisory Committee Meeting No. 1

The BR Loop Advisory Committee held its first meeting in conjunction with the BR Loop Stakeholder Committee on July 10, 2007 at 10:00 a.m. in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from the Project Team and discussion of the Advisory Committee and the Stakeholder Committee, members' roles and responsibilities in the official process. Committee members and the Project Team then held a question and answer session.

A meeting summary is included as *Exhibit 20*. The meeting presentation is included as *Exhibit 21*.

4.5.2. Advisory Committee Meeting No. 2

The BR Loop Advisory Committee held its second meeting on August 9, 2007 at 1:30 p.m. at the River Center Exhibition Hall at 275 South River Road, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from Mayor-President Kip Holden and Walter Monsour followed by a brief project status report by the Project Team that included public and agency coordination, engineering, environmental processes and financing. Engineering topics discussed were the proposed Mississippi River crossings. Environmental topics discussed were the pre-draft Purpose and Need statement and specific constraints identified within the various corridors.

A meeting summary is included as *Exhibit 27*. The meeting presentation is included as *Exhibit 28*.

4.5.3. Advisory Committee Meeting No. 3

The BR Loop Advisory Committee held its third meeting in conjunction with the BR Loop Stakeholder Committee on October 11, 2007 at 10:00 a.m. in the



Senate Chambers of the Old State Capitol at 100 North Boulevard, Baton Rouge, Louisiana.

The meeting consisted of welcoming remarks from the Project Team and discussion of the elected official briefing held September 7, 2007. The Project Team also presented a brief overview of the first round of public meetings and the feedback received. Committee members were encouraged to continue to provide feedback to the Project Team. Other topics discussed included continued agency coordination, project financing options and next steps.

A meeting summary is included as *Exhibit 24*. The meeting presentation is included as *Exhibit 25*.

4.5.4. Advisory Committee Meeting No. 4

The BR Loop Advisory Committee held its fourth meeting on December 13, 2007 in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.

The meeting, in conjunction with Executive Committee Meeting No. 5 and Stakeholder Committee Meeting No. 4, consisted of a brief project and corridor refinement overview as well as a discussion of preliminary traffic and revenue analysis. The Project Team also briefed the three committees on public outreach efforts and next steps and a project timeline.

A meeting summary is included as *Exhibit 11*. The meeting presentation is included as *Exhibit 12*.

4.5.5. Advisory Committee Meeting No. 5

The BR Loop Advisory Committee held its fifth meeting in conjunction with the BR Loop Stakeholder Committee on April 10, 2007 at 10:30 a.m. in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.

The meeting consisted of opening remarks and an overview of the second round of public meetings held in February and March. A workshop format, committee members were given the opportunity to comment and discuss corridors and the refinement process. Members were also briefed on the next steps of the project including the transition from the Implementation Plan phase to the Tier 1 Environmental Impact Statement (EIS) phase.

A meeting summary is included as *Exhibit 26*.



4.6. Public Open Houses

4.6.1. Round 1: September 10-13, 2007

The first round of public meetings was held September 10-13, 2007 from 4:00 p.m. to 7:00 p.m. each day. The meetings were held at BREC Headquarters located at 6201 Florida Boulevard, Baton Rouge, Louisiana (September 10, 2007), North Park Recreation Center located at 30372 Eden Church Road, Denham Springs, Louisiana (September 11, 2007), Addis Community Center located at 7828 Highway 1 South, Addis, Louisiana (September 12, 2007), and Gonzales Civic Center located at 219 South Irma Boulevard, Gonzales, Louisiana (September 13, 2007).

The meetings were to inform the public about the project and obtain public input in identifying constraints and modifying proposed corridors.

A summary report of the first round of public meetings is included as *Exhibit 29*.

4.6.2. Round 2: February 25-28 and March 3, 2008

The second round of public meetings was held February 25-28 and March 3, 2008 from 4:00 to 7:00 p.m. each day. The meetings were held at BREC Headquarters located at 6201 Florida Boulevard, Baton Rouge, Louisiana (February 25, 2008), Gonzales Civic Center located at 219 South Irma Boulevard, Gonzales, Louisiana (February 26, 2008), North Park Recreation Center located at 30372 Eden Church Road, Denham Springs, Louisiana (February 27, 2008), Port Allen Community Center located at 749 North Jefferson Avenue, Port Allen, Louisiana (February 28, 2008), and Plaquemine Civic Center located at 24700 J. Gerald Berret Boulevard, Plaquemine, Louisiana (March 3, 2008).

As a component of the Tier 1 Environmental Impact Statement (EIS) process, these public scoping meetings were to inform the public about the project and obtain public comments on the project's purpose and need, range of alternatives considered, corridor alternatives and identification of environmental, socioeconomic and other concerns.

A summary report of the second round of public meetings is included as *Exhibit 30*.

4.7. Small Group Meetings

The Project Team held several small group meetings upon request by civic and other interested parties and individual meetings as needed to inform key individuals or stakeholders.



Meetings included:

LSU Facilities group meeting August 23, 2007 at Louisiana State University, Baton Rouge, Louisiana

Baton Rouge Growth Coalition meetings on July 31 and August 28, 2007 at the offices of Commercial Properties, Baton Rouge, Louisiana

Downtown Development District meeting September 11, 2007, Baton Rouge, Louisiana

City of Central community organizations meeting September 18, 2007 at Zoar Baptist Church, Central, Louisiana

Forum 35 monthly meeting September 21, 2007 at Juban's Restaurant, Baton Rouge, Louisiana

Baton Rouge Black Chamber of Commerce meeting December 7, 2007 at McKinley High School Alumni Center, Baton Rouge, Louisiana

USACOE Lower Mississippi River Safety Advisory Committee meeting December 11, 2007 at the New Orleans Yacht Club, New Orleans, Louisiana

Baton Rouge Chapter of American Society of Civic Engineers (ASCE) luncheon January 17, 2008 at Ralph & Kacoo's Seafood Restaurant, Baton Rouge, Louisiana

Leadership LSU student roundtable on economic development February 11, 2008 at the Emerging Technology Center on the campus of Louisiana State University, Baton Rouge, Louisiana

Southern University law students' discussion April 14, 2008 at the Southern University Law Center on the campus of Southern University, Baton Rouge, Louisiana

Ascension Leadership meeting April 17, 2008, Gonzales, Louisiana

West Baton Rouge Chamber of Commerce meeting April 23, 2008 at the West Baton Rouge Visitors Center, Port Allen, Louisiana

Livingston Parish Chamber of Commerce meeting May 7, 2008, Denham Springs, Louisiana



4.8. Elected Official Briefings

The Project Team held two formally organized elected official briefings.

The first elected official briefing was held September 7, 2007 at 10:30 a.m. in Senate Committee Room A of the Louisiana State Capitol at 900 North Third Street, Baton Rouge, Louisiana. The first elected official briefing was hosted by the Project Team to present the initial proposed corridors. Elected officials were encouraged to provide input on the information and corridors presented.

A summary of the first elected official briefing is included as *Exhibit 31*. The briefing presentation is included as *Exhibit 32*.

U.S. Senators Mary Landrieu and David Vitter participated in a project briefing November 28, 2007 in Baton Rouge, Louisiana.

The second elected official briefing was held January 29, 2008 at 1:30 p.m. in the House Chambers of the Old State Capitol at 100 North Boulevard, Baton Rouge, Louisiana. The second elected official briefing was hosted by the Project Team to present the refined proposed corridors map and to provide a project overview for newly-elected legislators and other elected officials.

A summary of the second elected official briefing is included as *Exhibit 33*. The briefing presentation is included as *Exhibit 34*.

The Capital Region Legislative Caucus was briefed on the project April 17, 2008 at the Louisiana State Capitol.

4.9. Public Information Network

The Public Information Network, a database and mailing list, was created at the start of the Implementation Plan and updated throughout the phase. The database includes contact information for the Project Team; Executive Committee, Stakeholder Committee and Advisory Committee members; agency representatives; elected officials; community groups and other organizations; and members of the general public who have inquired about the project.

The database is included as *Exhibit 35*.

4.10. Web Site

Meeting notices and presentations have been posted on the BR Loop web site throughout the length of the study. The web site is located at www.brloop.com and includes project overview and contact information.



The web site also includes forms for the public to comment on the BR Loop project and to request notification of meetings and other project-related information. Inquiries were disseminated to the Project Team.

A database of comments received via the project web site is included as *Exhibit 36*.

4.11. Project Fact Sheet

The project fact sheet included a program overview, a brief history of previous Baton Rouge loop studies, and an explanation of toll road history and benefits. The fact sheet also included an overview of public-private partnership legislation, a project schedule and public involvement information. The fact sheet was used for widespread distribution to the community.

The project fact sheet is included as *Exhibit 37*.

4.12. Project Video

A short informational video used in public meetings to inform the public about the Implementation Plan for the BR Loop project; the video was utilized by the Executive Committee, Stakeholder Committee, Advisory Committee members and the Project Team in public education and outreach relative to the project.

A DVD copy of the project video is attached as *Exhibit 38*.

4.13. Media Relations

The Project Team held numerous discussions and interviews with the media concerning the BR Loop Implementation Plan. As a component of the public involvement efforts, the team worked with and supported the members of the BR Loop Executive Committee. The Project Team coordinated with the media by providing news releases, conducting interviews and press briefings.

The Project Team and BR Loop Executive Committee leadership met with the editorial boards of the Baton Rouge Business Report and The Advocate April 21, 2008. Topics discussed included a project overview, the Implementation Plan phase and next steps in the Tier 1 and Tier 2 EIS phases.

The Project Team prepared several press releases and media briefings to inform the public about the progress of the Implementation Plan and upcoming meetings. The news releases announced community meetings held in September 2007 and February 2008 and included a brief overview of the project and planned activities for the meetings. The news releases are included as exhibits. New releases were sent to various television news stations and radio stations (listed below). The Project Team also provided several briefings to the media including The Advocate, The Baton Rouge Business Report, WAFB-TV, WBRZ-TV and other regional



publications. Copies of related news articles can be found at the end of this report in the Appendix.

- June 4, 2007 – A news release to announce the BR Loop Executive Committee would meet June 5, 2007 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street in Baton Rouge, Louisiana.
- July 9, 2007 – A news release to announce the first meeting of the BR Loop Stakeholder Committee and Advisory Committee July 10, 2007 at 10:00 a.m. in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- July 17, 2007 – A news release to announce the BR Loop Executive Committee would meet July 19, 2007 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- August 1, 2007 - A news release to announce the BR Loop Stakeholder Committee would meet August 9, 2008 from 10:00 a.m. to 12:00 p.m. at the River Center Exhibition Hall at 275 South River Road, Baton Rouge, Louisiana.
- August 1, 2007 – A news release to announce the BR Loop Advisory Committee would meet August 9, 2008 from 1:30 p.m. to 3:00 p.m. at the River Center Exhibition Hall at 275 South River Road, Baton Rouge, Louisiana.
- August 15, 2007 – A news release to announce the BR Loop Executive Committee would not meet August 16, 2007 as originally scheduled but would meet August 20, 2007 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- August 24, 2007 – A news release to announce a BR Loop project briefing for elected officials September 7, 2007 at 10:30 a.m. in Senate Committee Room A of the Louisiana State Capitol at 900 North Third Street, Baton Rouge, Louisiana.
- August 29, 2007 – A news release to announce the first round of public meetings for the BR Loop Implementation Plan September 10-13, 2007 from 4:00 p.m. to 7:00 p.m. each day.
- September 17, 2007 – A news release to announce the BR Loop Executive Committee would not meet September 20, 2007 as originally scheduled but would meet October 18, 2007 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- October 6, 2007 – A news release to announce the joint meeting of the BR Loop Stakeholder Committee and Advisory Committee October 11, 2007 from 10:00



a.m. to 12:00 p.m. in the Senate Chambers of the Old State Capitol at 100 North Boulevard, Baton Rouge, Louisiana.

- November 13, 2007 – A news release to announce the BR Loop Executive Committee would meet November 15, 2007 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- December 11, 2007 – A news release to announce the BR Loop Executive Committee, Stakeholder Committee and Advisory Committee would meet jointly December 13, 2007 in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.
- January 14, 2008 – A news release to announce the BR Loop Executive Committee would meet January 17, 2008 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- January 18, 2008 - A news release to announce a BR Loop project briefing for elected officials January 29, 2008 at 1:30 p.m. in the House Chambers of the Old State Capitol at 100 North Boulevard, Baton Rouge, Louisiana.
- January 17, 2008 – A news release to announce the second round of public meetings for the BR Loop Implementation Plan February 25-28 and March 3, 2008 from 4:00 to 7:00 p.m. each day.
- February 19, 2008 – A news release to announce the BR Loop Executive Committee would meet February 21, 2008 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.
- April 2, 2008 – A news release to announce the BR Loop Stakeholder Committee and Advisory Committee would meet jointly April 10, 2008 at 10:30 a.m. in the offices of URS Corporation at 7389 Florida Boulevard, Baton Rouge, Louisiana.
- April 15, 2008 – A news release to announce the BR Loop Executive Committee would meet April 17, 2008 in the East Baton Rouge Parish Council Chambers at 222 St. Louis Street, Baton Rouge, Louisiana.

5. AGENCY COORDINATION

5.1. Agency Coordination and Consultation

As part of the coordination and consultation process, the Initial Agency Outreach & Coordination Guide was created to facilitate and document how coordination would occur between the Project Team and agencies.



The Initial Agency Outreach & Coordination Guide is attached as *Exhibit 2*.

5.2. Initial Agency Coordination Meeting (FHWA & LA DOTD) – July 5, 2007

Representatives from FHWA and LA DOTD were invited to attend and participate in an Initial Agency Coordination Meeting. The meeting was held July 5, 2007 at 10:00 a.m. at LA DOTD Headquarters, Baton Rouge, Louisiana. The Project Team discussed with the agencies present the project scope including public and agency involvement and environmental and pre-NEPA compliance.

A meeting summary is included as *Exhibit 39*.

5.3. Initial Agency Coordination Meeting (USACOE & USCG) – July 18, 2007

Representatives from USACOE (New Orleans District) and USCG were invited to attend and participate in an Initial Agency Coordination Meeting. The meeting was held July 18, 2007 at 10:00 a.m. at the office of URS Corporation, Metairie, Louisiana. The Project Team discussed with the agencies present the project scope, including public and agency involvement, potential Mississippi River crossings and environmental compliance.

A meeting summary is included as *Exhibit 40*.

5.4. Agency Meeting (USCG) – August 20, 2007

Members of the Project Team met with Doug Blakemore, Waterways Management Coordinator, Prevention Division, USCG, 8th District. The meeting was held August 20, 2007 at 1:00 p.m. at the office of URS Corporation, Metairie, Louisiana. The purpose of the meeting was to discuss issues related to revising the size and/or location of anchorage areas in the Mississippi River. Specific bridge crossing options were informally presented and discussed. It was suggested the Project Team coordinate directly with the New Orleans Sector of the USCG, led by Captain Lincoln Stroh.

A meeting summary is included as *Exhibit 41*.

5.5. Agency Kickoff Meeting – August 28, 2007

Potential cooperating and participating agencies were invited to attend and participate in an Agency Kickoff Meeting for early coordination purposes. The meeting was held August 28, 2007 at 12:00 p.m. at the offices of URS Corporation, Baton Rouge, Louisiana. The Project Team presented initial corridors, the draft purpose and need statement, initial environmental constraints, and the Initial Agency Outreach and Coordination Guide. Questionnaires were distributed and agencies were encouraged to provide feedback to the Project Team.



The meeting invitation letter is included as *Exhibit 42*. The questionnaire submitted to agencies is included as *Exhibit 43*. A meeting summary is included as *Exhibit 44*. Completed questionnaires received are included as *Exhibit 45*.

5.6. River Coordination Kickoff Meeting – September 18, 2007

Members of the Project Team met with representatives of USACOE and various river pilot associations to discuss potential Mississippi River bridge crossing locations associated with the BR Loop project. The meeting was held September 18, 2007 at the office of URS Corporation, Metairie, Louisiana. The purpose of the meeting was to obtain specific input on the potential river crossing locations between I-10 and the Missouri Bend of the Mississippi River.

A meeting summary is included as *Exhibit 46*.

5.7. Project Status Meeting (FHWA & LA DOTD) – January 28, 2008

Representatives from FHWA and LA DOTD were invited to attend and participate in a Project Status Meeting. The meeting was held January 28, 2008 at 1:00 p.m. at the office of FHWA, Baton Rouge, Louisiana. The Project Team discussed with the agencies present the current status of the corridor refinement process, the Capital Area Expressway Authority as the lead local agency for the project, funding methods being considered, and the proposed schedule for the Tier 1 EIS phase.

A meeting summary is included as *Exhibit 47*.

5.8. Mississippi River Bridge Crossings (USCG) Conference Call – April 9, 2008

Members of the Project Team held a conference call with USCG representatives to discuss alternative Mississippi River Bridge crossings. The agenda consisted of comments on revised crossing locations submitted to USCG representatives following the September 18, 2007 River Coordination Kickoff Meeting and suggestion for permissible alternative river crossing in West Baton Rouge near the existing US 190 bridge.

A meeting summary is included as *Exhibit 48*.



EXHIBITS



PUBLIC AND AGENCY INVOLVEMENT PLAN

Submitted by:

The HNTB/ABMB Joint Venture/ URS Team

2007-2008



PUBLIC AND AGENCY INVOLVEMENT PLAN

Background

The HNTB/ABMB Joint Venture/ URS Team is developing a 12-month Implementation Plan for a Baton Rouge Loop that will include the development of loop corridor, and finance options for construction. The impacted Parishes of East Baton Rouge, West Baton Rouge, Ascension, Livingston and Iberville are participating in the development of the Implementation Plan. This plan recognizes heightened citizen interest in both easing traffic congestion in the region and a public mood ready to move beyond planning to action.

With recent laws passed by the Louisiana Legislature recognizing new models of finance for large public infrastructure projects, including the creation of toll authorities to plan, design, construct and operate toll roads, there exists an understanding that traditional sources of funding are no longer adequate.

Along with these changes in Louisiana law there exists an additional need to educate the public on the process that will make the construction of a Baton Rouge Loop possible after many years of inaction.

The time is right for a Baton Rouge Loop because we have a convergence of new legislation and financing models; even more pressing traffic challenges from population growth in the aftermath of the hurricanes and cooperative regional leadership that is dedicated to making this project happen.

The Implementation Plan will:

- 1) Identify Corridors and Design Features for the Baton Rouge Loop
- 2) Assess Environmental Feasibility and Permitting
- 3) Develop Cost Estimates

4) Estimate Traffic Patterns and Revenues for the Loop

5) Prioritize the Process and Schedule for Construction and Financing.

The Public Outreach Team for the project will consist of representatives of each firm participating in the Project, under the direction of HNTB.

This team is charged with implementation of a Public and Agency Involvement Plan to provide relevant and reliable information and encourage and solicit involvement, participation and constructive comments that will be necessary for the project team to develop the Implementation Plan. The plan will utilize a variety of communications vehicles to disperse and provide access to information and include input from previous efforts in the community and will be a “living” document that will evolve over time.

Target Groups:

- Regional, State, local and federal agencies
- Civic and community organizations, homeowners associations, property owners and stakeholder groups with questions, concerns, and issues regarding the project
- Federal, state and local elected officials

Project Oversight

Executive Committee, Advisory Committee and Stakeholder Committee

The Public Outreach Team will assist East Baton Rouge Parish in identifying qualified members for an Executive Committee, Advisory Committee and Stakeholder Committee to manage the Project and assist with the necessary input and participation.

Executive Committee

The Executive Committee will serve as the Management Team for the Baton Rouge Loop Project and will make decisions and provide direction on the project.

The Public Outreach Team will assist the Executive Committee in developing and communicating issues relative to:

- 1) Purpose and need statement
- 2) Stakeholder identification
- 3) Corridor alternatives to be evaluated

- 4) Toll options for evaluation
- 5) Toll designs
- 6) Funding/financing options for construction
- 7) Public Involvement activities
- 8) Report reviews
- 9) Media relations and information management and dissemination.

The Executive Committee will meet monthly to make decisions regarding these and other issues.

Advisory Committee

The Advisory Committee will be appointed by the Executive Committee to provide technical assistance, coordinate with appropriate agencies and provide expert advice and counsel.

The Advisory Committee will meet six (6) times throughout the project to develop recommendations to the Executive Committee relative to:

- 1) Purpose and need statement
- 2) Policy decisions regarding technical development of the project
- 3) Progress and assessment of the project development
- 4) Oversight and review of the project schedule
- 5) Oversight and review of major project activities
- 6) Development and evaluation of alternatives
- 7) Coordination of agency activities associated with the project
- 8) Responding to community concerns.

Stakeholder Committee

The Stakeholder Committee will be appointed by the Executive Committee to represent stakeholders common to the five parishes as well as specific to each parish.

The Stakeholder Committee will participate in four (4) stakeholder workshops during the project to provide input and feedback on issues relative to:

- 1) Purpose and need statement
- 2) Opinions and perceptions that will guide the project's progress and development
- 3) The project's design, alternative alignments and schedule
- 4) Information regarding project activities
- 5) Impact on stakeholders and community populations served by stakeholders.

The Public Outreach Team will prepare agendas, notification of meetings, coordination of meeting locations, informational packets, exhibits and presentations, handouts and any other information necessary to communicate the Baton Rouge Loop Implementation Plan progress and items for discussion by each of the Committees. The Public Involvement Team will provide minutes of the meetings and reports of findings, issues and recommendations by each Committee. The minutes and meeting reports will be made available to each Committee member and posted on the Project website for the public.

Public Meetings

Several types of public meetings will be held to inform the public and solicit feedback on the Implementation Plan: Public Meetings/Open Houses, small group meetings and individual meetings. Public meetings/open Houses will be promoted through the website and public notices, news releases, community outreach and invitations to area elected officials to share with constituents.

Open Houses

Public Meetings may employ an “Open House” format to allow interested citizens to visit “information stations” to learn and discuss issues directly with key staff on a one-on-one basis. Comment forms will be provided for the meetings and public comments will be recorded, compiled and made available through a meeting report.

Public Meetings/Open Houses will be advertised in the Louisiana Department of Transportation and Development’s (LDOTD) official parish journals using the standard advertising protocol and outreach techniques to be consistent with NEPA requirements.

The Public Outreach Team will coordinate two series of four Public Meetings/Open Houses within the Implementation Plan’s five impacted parishes to solicit public input and feedback at key milestones in the development of the Implementation Plan.

The Public Outreach Team will prepare agendas, notification of meetings, coordination of meeting locations, informational packets, exhibits and presentations, handouts and any other information necessary to communicate the Baton Rouge Loop Implementation Plan progress and items for discussion with the public.

The schedule for Public Meetings/Open Houses is:

First Series: September 10-13, 2007

Second Series: February 25-28, 2008

Small Group and Individual Meetings

The Public Outreach Team will hold small group meetings upon request by civic and other interested parties, and individual meetings as needed to inform key individuals or stakeholders. Minutes of these meetings will be recorded and made available to the Project Team.

Agency Coordination

The Advisory Committee will coordinate the Project's development with the appropriate federal, state, regional and local government agencies.

The Public Outreach Team will create a database of potential participating and cooperating agencies with interest in the project; draft agency letters of invitation to participate and track responses; develop an Agency Coordination Plan and support agency meetings, recording of findings, and communication.

The Public Outreach Team will assist the Project Team in preparing a solicitation of views letter to the appropriate agencies that will:

- Describe the project
- Describe the purpose and need for the project
- Provide a graphic depiction of the Implementation Plan's impact area
- Communicate intent to comply with NEPA.

The Public Outreach Team will develop and implement a Coordination Plan for agency interaction and work with the Advisory Committee to develop a schedule for meetings and agency workshops.

An Agency briefing and kick-off meeting will be conducted to review and draft "Need and Purpose," technical backup materials and the Agency Coordination Plan.

The Public Outreach Team will assist in the development of the Agency briefing agenda; coordination of invitations to agencies to participate; and the preparation of project notebooks providing background information, Implementation Plan impact area, project schedule, draft "Need and Purpose" statement, draft Coordination Plan and other related materials. The Public Outreach Team will prepare a PowerPoint presentation to assist in communicating Agency Coordination and provide a summary report of the meeting which will be available to the public on the project website.

Project Marketing

In order to develop key messages for public outreach and involvement, the Public Outreach Team will review all existing information available regarding previous projects related to a Baton Rouge Loop as well as secondary research available on traffic and population conditions in the five parish area.

Project Messages

The Public Outreach Team will develop the key messages to be used in communicating the goals of the Implementation Plan for the Baton Rouge Loop. These messages will be presented in the form of a Message Box of discreet, coordinated and connected messages that, in part or as a whole, will serve as the basis for presenting information to the public or media relative to the project.

Elected Official Outreach

Coordination and communication with key elected officials on the federal, state, regional and local level is necessary to keep the Baton Rouge Loop project moving. Working with the Executive Committee, the Public Outreach Team will develop a list of elected officials to interview using a questionnaire developed to obtain information needed to determine the most critical issues in each parish relative to the Baton Rouge Loop.

The Public Outreach Team will conduct briefings with elected officials and solicit feedback as needed to keep them informed and to ensure that the project responds to concerns of the officials and the constituencies they represent. For these briefings, the Public Outreach Team will provide fact sheets, maps, comment cards and background information. Reports of these meetings will be made available to the public through the project website.

Media Relations

To assist with the communication of current and accurate information to the public regarding the Baton Rouge Loop, the Public Outreach Team will provide on-going strategic counsel to the Project Team and the Committees in the area of media outreach and response.

Response to media inquiries will be handled by the Executive Committee or its designees.

The Public Outreach Team will track news reports of Baton Rouge Loop meetings and distribute them to the Project Team.

Graphics Package

The Public Outreach Team will develop a Project logo and provide graphic standards for using the logo.

The logo will be utilized by the Public Outreach Team for the promotional outreach and development of the project. The logo will be utilized in all PowerPoint presentations, reports, minutes, website, and other communications to brand the project.

The graphics standards should be followed to help build a clear and consistent image for the Baton Rouge Loop.

Project Website

The Public Outreach Team will create, host and maintain a project website for posting information about the project for the public, soliciting public comment and feedback and communicating with agencies.

The Public Outreach Team will post the dates, times and locations of public meetings and informational gatherings on the website and seek links for the website that will help promote its use as a resource for the project and a valuable source of connection with stakeholder, civic and public communities.

The website will include any project items, photographs, maps or other information which the Project Team seeks to use to inform the public or solicit comment.

Project Video

The Public Outreach Team will produce a short informational video to be used in public meetings to inform the public about the Implementation Plan for the Baton Rouge Loop. The video will be made available to members of the Executive Committee, Advisory Committee and Stakeholder Committee to utilize in public education and outreach relative to the project.

The video will be posted on the project website and copies will be made available to team members for use in public, agency and elected official meetings.

Technical Memorandum

The Public Outreach Team will assist in the preparation of a Technical Memorandum that will document public and agency involvement to be carried forward to the NEPA phase of the Baton Rouge Loop project.

The Technical Memorandum covering Public and Agency Involvement will include a summary of:

- Executive, Advisory and Stakeholder Committee meetings
- Public and Agency Involvement coordination

- Key issues and information received from the public and agencies throughout the project
- News releases, correspondence, agendas, handouts, meeting summaries and other communications

Quality Assurance/Quality Control

The Public Outreach Team will develop a Quality Assurance/Quality Control Plan for public involvement and public outreach tasks performed for the project. The Public Outreach Team will establish benchmarks for evaluation and meet regularly as needed with the project team and the client. Each firm participating in public involvement activities will submit monthly progress reports.

A project catalogue will be created to document all public involvement/outreach tasks and activities.

Addenda

Graphics Standards.....page 12

Communications Protocol.....page 18

Guidelines for Using the *Baton Rouge Loop* Logo

The *Baton Rouge Loop* Brand

Ensuring that we all speak with a consistent voice about the benefits of the proposed Traffic Loop around the City of Baton Rouge is a key strategy of the Implementation Plan. The same is true for maintaining consistent visual branding of the project.

Along with key messages, a consistent and powerful graphic identity has been developed to identify the *Baton Rouge Loop*.

The *Baton Rouge Loop* logo is at the center of this visual identity. The logo serves as a visual reminder that the project involves a traffic loop around the City of Baton Rouge. The logo features the color green, a subtle reference to the various East Baton Rouge Parish “Green Light” initiatives which serve to get the city moving, reducing gridlock and bureaucratic red tape. “Green Light” initiatives by the Mayor-President have come to represent quick action, open public processes and effective results, all key tenets of the *Baton Rouge Loop* Implementation Plan.

Consistency in application of the logo is crucial to building a brand identity and creating an instantly recognizable reference for the *Baton Rouge Loop*. Standard use of the *Baton Rouge Loop* logo helps build awareness and momentum for the Implementation Plan and reinforces the unified feeling of the effort, which is required to gain support for funding the project.

Following are basic specifications and guidelines for the proper use of the logo. These standards should be consulted when using the logo, and made available to any team members involved in the preparation of visual materials related to the campaign.

The Graphic Symbol and Text Signature

The *Baton Rouge Loop* logo is comprised of both a graphic symbol and text. The two should always appear together on a white background. When citing the *Baton Rouge Loop* in text, use bold italic “Verdana” font when possible.

Correct Logo Usage

The logo should always appear with a white background and can be used with or without a border. In some instances, on white or light-colored surfaces, there may be a need to add a border to the logo to help distinguish it from its surroundings. If so, the logo should be enclosed in a 2 pt. black line.

When possible, use the official campaign Web address, www.BRLoop.com in conjunction with the logo.

Place the Web address directly below the logo – beneath the white box – and justify the address to the width of the logo. Use the “Verdana” font whenever possible.

When using the ***Baton Rouge Loop*** logo in conjunction with another logo or seal, it should be on equal scale with and placed along side the other.

If the ***Baton Rouge Loop*** logo is adapted for a specific parish, the parish should be placed below the logo in Verdana font and justified to the width of the logo.

Both color and gray-scale versions of the logo are available.

It is vital to maintain consistent application of the ***Baton Rouge Loop*** logo, as unauthorized variations are confusing and dilute its effectiveness.

The logo should be displayed with a generous amount of space around it. At a minimum, that space should be equal to, or greater than half the width of the logo.

Incorrect Logo Usage

- Do not change the configuration or proportions of the mark.
- Do not use other typefaces to form the primary signature.
- Do not combine the logo with other design elements.
- Do not add unapproved copy to the primary signature.

Logo Colors

Color is an important element of the consistency and look of the ***Baton Rouge Loop*** logo. Always adhere to the following guidelines for consistent reproduction of the logo.

The campaign logo should appear as designed, in two colors – black and green on a white background. If you are unable to use color, the logo is available in gray-scale.

Color Specifications

Spot Color Coated and Uncoated

GREEN PMS 361

Process Color

GREEN Cyan 75
Magenta 0
Yellow 100
Black 0

RGB Color

GREEN Red 52
Green 178
Blue 51



The Baton Rouge Loop logo may also be used for meetings or to provide information specific to a parish participating in the Loop Implementation Plan. Below are examples of how the logo can be used with the Parish name in Verdana Bold Italic.



Ascension Parish



Iberville Parish



Livingston Parish



West Baton Rouge

Font for Text

It is recommended that reports and other written communication for the *Baton Rouge Loop* be done in 10 pt. or 12 pt. Arial font.

Templates for Project Communications

Meeting notes, reports and other written communications should be produced on a template that will clearly identify the work product and maintain a consistent identity for the *Baton Rouge Loop*.

The template should include in the header the *Baton Rouge Loop* logo in the upper right with the website URL below it justified to the width of the logo. The firm submitting the information should include the firm's initials in 10 pt. Verdana Bold Italic.

The footer should include the main contact information for the *Baton Rouge Loop* project.



Baton Rouge Loop Communications Protocol Plan

PHONE CALLS

Voicemail

1. When a voicemail is received, the message should be saved electronically to the project file.
2. Depending on the nature of the message, develop a response prior to returning the phone call. HNTB will field phone calls and depending on the response needed, will coordinate with client and/or project team members for an appropriate response.
3. Document conversation in a telephone memorandum and distribute to project team. Save the document in the project file.
4. During the phone response, ask the caller if they would like to be added to the project contact list to receive updated information.
5. Encourage the caller to get involved during upcoming public involvement opportunities and visit the project web site.
6. Get the caller's name, address and telephone number and add the information to the project mailing database.
7. Responses to voicemail shall be made within 5 business days depending on nature of response needed and if coordination with project team is needed.
8. Provide comment to the project manager for inclusion of comments in the client report.

Phone Call Received

1. Make a written document of the telephone conversation and save an electronic copy in the project file.
2. Determine if follow up is needed. If so, make sure that the caller understands that the comment will be added to the record and further information may need to be gathered prior to getting back to them.
3. Follow up responses shall be made within 5 business days depending on nature of response needed and if coordination with project team is needed.
4. Ask the citizen if they would like to be added to the project contact list.
5. Get the caller's name, address and telephone number and add the information to the project mailing database.
6. Encourage the caller to get involved during upcoming public involvement opportunities.
7. Provide comment to the project manager for inclusion of comments in the client report.

WEBSITE COMMENTS

All website comments will be maintained by URS and should follow the following protocol:

1. URS will initially review comments. An automatic reply should be emailed to the respondent thanking them for their comment and if a response is warranted, someone from the project team will contact them within 5 business days.
2. URS will determine the nature of the comment and direct it to the appropriate task leader for a response.
3. Once a response has been developed, it shall be internally reviewed by Bob Schmidt (PM) and Rannah Gray for content and public outreach.
4. Once internally reviewed, the response shall be reviewed by the client.
5. After final review, the response will be emailed to the responder and saved to the project file.
6. Get the caller's name, address and telephone number and add the information to the project mailing address.
7. Provide comment to the project manager for inclusion of comments in the client report.



INITIAL AGENCY OUTREACH AND COORDINATION GUIDE

Baton Rouge Loop Implementation Plan

1.0 Purpose of Initial Agency Outreach and Coordination

The Initial Agency Outreach and Coordination activities are intended to facilitate and document how coordination will occur between the project team and agencies during the Implementation Plan phase of the Baton Rouge Loop project. The Implementation Plan phase is a 12-month process to perform initial engineering, environmental, financial feasibility assessments. The Implementation Plan also includes an outreach component for agencies and the public. The primary end product of the Implementation Plan will be a process road map which lays out the steps and methods to achieve continued project development.

This Guide describes activities and procedures during the Implementation Plan phase of the project, including: description of the proposed project, the roles of the agencies and the public, initial project purpose and need, schedule, and the process for coordination and communications. The Guide outlines the responsibilities for the project team to have early engagement with agencies that have an interest in the project and will be important to its success throughout the future NEPA process. This includes the issuance of invitations to agencies, and how opportunities for input from the public and other agencies will be provided during the 12 month Implementation Plan. Following the completion of the Implementation Plan, the Initial Agency Outreach and Coordination Guide can evolve into the required formal Agency Coordination Plan during the future NEPA phase.

This Guide is a flexible and fluid document and will be available for public review at public meetings held throughout the Implementation Plan phase and on the project website: www.brloop.com. It is intended to be a pre-cursor to the Agency Coordination Plan that will be developed in the future NEPA phase.

2.0 Status of Baton Rouge Loop Implementation Plan

The Baton Rouge Loop Implementation Plan is in the early stages of determining an implementation process and financial feasibility. The 12 month project will include initial engineering design concepts, environmental feasibility, preliminary cost estimates, traffic and toll revenue studies, scheduling and financing potential, public and agency outreach and an implementation plan to lay out a plan for future phases of the project.



3.0 Project Description and Scope

3.1 Description

The project boundaries encompass a five parish area including East Baton Rouge, West Baton Rouge, Ascension, Livingston and Iberville Parishes. The project will initially identify several potential corridors for further consideration. The project is conceived as a toll facility.

3.2 Size, Length and Complexity

The proposed potential corridors are approximately 80 to 100 miles in length. The tolled expressway is anticipated to have an urban typical section with two (2) to three (3) lanes in each direction. Two major Mississippi River Bridge crossings are anticipated as well as other waterway crossings. Proposed interchanges with I-10 and I-12 are also expected as part of the loop as well as other numerous federal, state, and local roads.

4.0 Agency Outreach

The Implementation Plan phase of the project is being funded by East Baton Rouge Parish and directed by an Executive Committee consisting of the Parish Presidents of East Baton Rouge, Livingston, Ascension, West Baton Rouge, and Iberville Parishes. During this phase of the project early input of the agencies that will have permitting, consultation, commenting and review roles is important. These agencies should be involved during the Implementation Plan phase because the steps being taken in the Implementation Plan will provide the foundation for the subsequent NEPA process.

Agencies that have been identified for this early coordination are:

- Federal Highway Administration (FHWA)
- LA Department of Transportation and Development (LADOTD) – numerous departments
- LA Department of Natural Resources (LDNR)
- LA Department of Environmental Quality (LDEQ)
- State of Louisiana Division of Historic Preservation
- US Coast Guard, 8th District
- US Army Corps of Engineers, New Orleans District
- Capital Region Planning Commission (CRPC)
- East Baton Rouge, West Baton Rouge, Ascension, Livingston, Iberville Parishes
- LA Department of Culture, Recreation and Tourism – Division of Archaeology
- LA Department of Culture, Recreation and Tourism – Office of State Parks
- LA Department of Environmental Quality, Office of the Secretary



LA Department of Natural Resources, Office of Conservation
LA Department of Wildlife and Fisheries, Ecological Studies Section
LA Department of Wildlife and Fisheries, LA Natural Heritage Program
LA Department of Wildlife and Fisheries, Scenic Rivers Coordinator
Natural Resources Conservation Service (NRCS), Addis Service Center
NRCS, Denham Springs Service Center
NRCS, Donaldsonville Service Center
NRCS, Clinton Service Center
NRCS, State Conservatist
LA Department of Agriculture and Forestry, Office of Soil/Water Conservation
East Baton Rouge Parish, Flood Plain Coordinator
West Baton Rouge Parish, Flood Plain Coordinator
Iberville Parish, Flood Plain Coordinator
Ascension Parish, Flood Plain Coordinator
US Environmental Protection Agency
US Fish and Wildlife Service, Lafayette Ecological Services Field Office
US Fish and Wildlife Service, SE Region Law Enforcement
Federal Emergency Management Agency, Federal Region VI Center
US Department of Transportation, Federal Railroad Administration Region 5
US Geological Survey Louisiana Water Service Center

The early coordination effort will also seek to identify any other interested or affected agencies that should be involved in the process.

5.0 Project Development and Coordination

The process below will be followed throughout the Implementation Plan phase of the project; some of these items have already been completed as indicated.

Development of Preliminary Purpose and Need – The project team will develop preliminary purpose and need statement during the Implementation Plan. The preliminary purpose and need statement will be presented to participating agencies, cooperating agencies, and the public during the first series of public meetings. Comments will be solicited.

Development of Final Purpose and Need -- During the next phase of the project (NEPA), the FHWA, as lead Federal agency, will have responsibility to approve the draft and then the final Purpose and Need Statement. The preliminary purpose and need statement developed during the Implementation Plan will be updated according to



FHWA guidelines and submitted to FHWA for approval. After approval, it will be circulated to the agencies listed within this Guide and presented to the public at a series of public meetings.

Initial Agency Coordination with FHWA, LADOTD, USACE and USCG – The project team conducted two initial agency coordination meetings. The first meeting was held with LADOTD and FHWA and the second with the Corps of Engineers and Coast Guard. The intention of these two meetings was to notify the agencies of the Implementation Plan scope and intention to coordinate regarding public involvement opportunities and environmental feasibility.

Agency Kickoff Meeting – Agencies that may have permitting, consultation, commenting and review roles have been invited to attend an Agency Kickoff Meeting for early coordination purposes. During this meeting, the project team will present initial corridors, the draft purpose and need statement, initial environmental constraints, and the Initial Agency Outreach and Coordination Guide.

6.0 Agency Coordination and Communication

A component of the Agency Kickoff Meeting will be to solicit early input from agencies. In follow-up to the Agency Kickoff Meeting, the project team will notify agencies of any relevant information or milestones that are reached during the Implementation Plan Phase. Agencies and the public will be provided the opportunity to communicate directly with the project team via the project web site www.brloop.com. The project team will document all meetings and communications during the Implementation Plan Phase so as to provide the opportunity for these to be included in the administrative record during the future NEPA phase of the project.



APPENDIX

Agency Invitation Letter

August 6, 2007



PROJECT NO.: 07-PR-MS-0002

PROJECT NAME: Baton Rouge Loop Implementation Plan

LOCATION: Greater Baton Rouge, Louisiana

PARISHES: East Baton Rouge, Ascension, Livingston, Iberville, West Baton Rouge

RE: AGENCY COORDINATION KICKOFF MEETING

Dear Sir or Madam,

HNTB-ABMB Joint Venture, LLC has initiated the Baton Rouge Loop Implementation Plan (Project) for the City of Baton Rouge Department of Public Works. The scope of the project is to begin the process for the location of a tolled free flow roadway within East Baton Rouge, Ascension, Livingston, Iberville and West Baton Rouge Parishes. The Implementation Plan phase will include preliminary engineering design, initial environmental feasibility, preliminary cost estimates, preliminary traffic and revenue studies, financing and scheduling, public outreach and agency coordination and an implementation plan.

The 12 month schedule also includes a significant public involvement plan including regular meetings with an executive committee, advisory committee and stakeholder committee in addition to two rounds of public meetings.

As part of the Implementation Plan phase, the project team is reaching out to federal, state and local agencies in an early coordination manner. These agencies will be invited to be participating or cooperating agencies when the NEPA Phase has been initiated in an upcoming phase of the project.

The project team has scheduled an early coordination Agency Kickoff Meeting on Tuesday, August 28th from 12PM to 1:30PM at the offices of URS Corporation on Florida Boulevard. Lunch will be provided.

**BR Loop Early Coordination Agency Kickoff
Tuesday, August 28th, 2007
URS Corporation Offices
3rd Floor, John Grosch Room
7389 Florida Boulevard, Suite 300
Baton Rouge, LA 70806
225-922-5700**

During the Kickoff Meeting, the project team will discuss overall project scope, pre-draft Purpose and Need, initial environmental constraints, future phases of project, and the Initial Agency Outreach and Coordination Guide that has been prepared for the Implementation Plan phase.

Please RSVP by Friday, August 24, 2007 to Krista Goodin at kgoodin@hntb.com or 225-368-2826. Also, please let Krista Goodin know if you have a special meal request. We look forward to having you there.

Sincerely,

Bryan K. Harmon, P.E.
DPW Deputy Director



List of Invited Agencies

LA Department of Culture, Recreation and Tourism – Division of Archaeology
LA Department of Culture, Recreation and Tourism – Office of State Parks
LA Department of Environmental Quality, Office of the Secretary
LA Department of Natural Resources, Office of Conservation
LA Department of Wildlife and Fisheries, Ecological Studies Section
LA Department of Wildlife and Fisheries, LA Natural Heritage Program
LA Department of Wildlife and Fisheries, Scenic Rivers Coordinator
Natural Resources Conservation Service (NRCS), Addis Service Center
NRCS, Denham Springs Service Center
NRCS, Donaldsonville Service Center
NRCS, Clinton Service Center
NRCS, State Conservatist
LA Department of Agriculture and Forestry, Office of Soil/Water Conservation
LA Department of Transportation and Development, Flood Plain Management Program
East Baton Rouge Parish, Flood Plain Coordinator
West Baton Rouge Parish, Flood Plain Coordinator
Iberville Parish, Flood Plain Coordinator
Ascension Parish, Flood Plain Coordinator
US Environmental Protection Agency
US Coast Guard, 8th District
US Army Corps of Engineers, New Orleans District
US Fish and Wildlife Service, Lafayette Ecological Services Field Office
US Fish and Wildlife Service, SE Region Law Enforcement
Federal Emergency Management Agency, Federal Region VI Center
US Department of Transportation, Federal Railroad Administration Region 5
US Geological Survey Louisiana Water Service Center

**1st LOOP EXECUTIVE COMMITTEE MEETING****Tuesday, June 5, 2007****10:30 A.M.****EBR Metro Council Chambers, 222 St. Louis St., 3rd Floor*****SUMMARY MEETING REPORT*****Attendees: Executive Committee****J. Mitchell Ourso, Jr.**
Iberville Parish President**Mike Grimmer**
Livingston Parish President**Melvin L. "Kip" Holden**
Mayor, City of Baton Rouge
President, East Baton Rouge Parish**Ronnie Hughes**
Ascension Parish President**Riley "Pee Wee" Berthelot, Jr.**
West Baton Rouge Parish President**Huey Dugas**
Secretary-Administrator of Executive Committee**Walter Monsour**
Chief Administrative Officer
City of Baton Rouge; East Baton Rouge Parish**Attendees: Implementation Plan Team****Bob Schmidt – HNTB**
Michael Bruce – ABMB
Craig Gardner – URS
Krista Goodin - HNTB
Rannah Gray – Marmillion/Gray/Sabiston
Gary Heitman - ABMB
Tom Hunter - URS
Suzanne McCain – URS
Declan McManus – KPMG
Adriane McRae – HNTB
Lauren Picou – ABMB
Steve Wallace – ABMB



Meeting Minutes:

(Meeting Agenda is attached)

Election of Officers

- Chairmen of Loop Executive Committee – Mayor Holden
- Vice-Chairman of Loop Executive Committee – Mr. Mike Grimmer
- Term of office set to mirror 12-month contract time for the Loop Implementation Plan
- Huey Dugas appointed Secretary-Administrator

History of the Loop

- Mid '90s - South Bypass Initial Studies
- Late '90's – South Bypass MIS
- 2004 - North Bypass Feasibility Study completed
- No activity since then primarily because of funding issues
- 2006 – New enabling legislation passed allowing innovative financing, including the Transportation Mobility Fund and Public-Private Partnerships
- May, 2007 - BR Loop Implementation Plan

Implementation Plan Team Members

- HNTB-ABMB, Joint Venture
- Subconsultants:
 - URS
 - Marmillion/Gray/Sabiston
 - KPMG

BR Loop Implementation Plan Committees

- **Loop Executive Committee** - decision-making body for the project. Committee composition will be the five parish presidents and will meet monthly.
- **Advisory Committee** – provide technical input and recommendations to the Executive Committee. The committee will meet approximately every other month. Committee composition will include:
 - Two parish representatives appointed by each Parish President
 - One MPO representative (Huey Dugas)
 - Two representatives from the Louisiana Department of Transportation and Development (Cedric Grant and Eric Kalivoda)
 - One representative from the Federal Highway Administration (Karl Highsmith)
- **Stakeholder's Committee** - represent regional interests and various businesses and community-based interests in each parish. Committee members will transfer information to interested parties, gather comments, and make recommendations to the Executive Committee. The committee will meet approximately every 3 months. One representative will be appointed from the following regional groups:
 - Baton Rouge Area Chamber of Commerce
 - Port of Baton Rouge
 - Baton Rouge Metro Airport
 - Baton Rouge Area Foundation (Planning Unit)
 - State Department of Economic Development
 - LSU



- Southern University
 - Baton Rouge Community College
- Parish Presidents will appoint at-large members as follows:
- East Baton Rouge Parish - eight members
 - Ascension and Livingston Parishes - four members
 - West Baton Rouge and Iberville Parishes - two members

Presentation of Implementation Plan

- Presentation made by Implementation Plan Team
- Copy of presentation slides attached

Questions and Answers Summary:

- Previous studies will serve as a basis and starting point for the Implementation Plan. Information will be updated and confirmed as necessary.
- The BR Loop project will form a complete loop and be comprised of 3 bypasses: north, south and east. The East Bypass will connect Livingston and Ascension.
- It is likely the 3 bypasses will be constructed in a staggered or phased schedule. The North Bypass currently is in the best shape to move forward quickly. The South Bypass will probably take longer because of the new Mississippi River Bridge.
- Monies allocated to this project through the Transportation Mobility Fund (TMF) do not have to be reimbursed. The TMF will provide a means to bridge the funding gap to local communities, like the Baton Rouge area, that accept the idea of using tolls to pay for new facilities. The legislature's intent is to provide a revenue stream into the Mobility Fund so that the money would be available under that program to help projects like the Baton Rouge Loop.
- In the twelve-month implementation plan, potential routes will be identified for the project that will be used to develop cost estimates and to estimate traffic and revenue. Methods for corridor preservation will also be identified during this phase.
- The City submitted a schedule to the Commissioner of Administration containing funding needs for this project over the next 10 years. Funding needs for this project are staggering. The first piece needed is about \$4 million dollars. There is not a bill specifically to fund the TMF at this point in time. After this year, particularly after the Implementation Plan, a concerted effort will likely be made by not only the five parishes represented in the BR Loop, but also Lafayette Parish to seek a recurring revenue source for the Transportation Mobility Fund.
- Decisions regarding the location of a new Mississippi River Bridge or use of the existing Sunshine Bridge or US 190 bridge will be made on the basis of technical analyses. The committee was encouraged to allow the project to proceed based on what is best for all involved. All work or recommendations from the Advisory Committee, Stakeholder Committee and Implementation Plan Team will be brought before the Executive Committee for a decision.
- If a five-parish toll authority was formed, it would have no financial liability regarding the project nor would the individual parishes. A separate governmental entity would be formed and funded with a designated revenue stream either through: A) bonded indebtedness, B) state appropriations, C) Federal highway grants or last but not least, D) equity partners of a public-private partnership. However, this toll authority would exercise control over the administration of the toll roads.



- The Executive Committee was encouraged to appoint people to the Advisory and Stakeholder Committees who would work and be willing to provide critical input to the Executive Committee's decision-making process. The Stakeholder's Committee is envisioned to be a group of people who have credibility in the community, as well as, knowledge of economic development, planning, etc. These committees, when they meet, will be expected to produce a product that will go to the Executive Committee for the ultimate decision. Committee appointments should be people who are dependable and who will give their time and their energy and to see this project through – they will be the eyes and ears in the community and also report to the Executive Committee what information is needed to make decisions.

Closing Comments:

Mr. Dugas stated he will be getting with each member of the Executive Committee individually within the next week to go over the schedule, the appointments and the calendar for the meeting agenda.

Mayor Holden expressed to the public, "that again you see five parish presidents committed to easing tremendous traffic congestion that we have all encountered since Hurricanes Katrina and Rita. The second thing is that we are not here for show. We are here to actually get a project done. So, study is not the word, it is implementation and that implementation will be done very efficiently with the team that we have assembled. We will begin to move quite aggressively towards getting this project done and again, letting the public know that we are all committed as parish presidents to make sure that we take care of the problems confronting this region. And at the same time, move forward because there is a second hat out here is not only for transportation but transportation also leads to economic development; but more than that, safety is a key issue and concern for all of us. Let me thank my fellow parish presidents for being here today. We look forward to meetings around this five-parish region in order to let the public know and keep them informed about how this project is taking shape, taking place; and letting them know that we are truly committed and will be committed, and this will happen. Thank you very much, and I hope you have a good day."

Motion to adjourn, seconded by unanimous motion and group. Meeting adjourned.

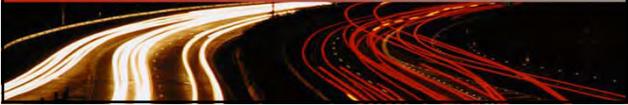
June 5, 2007
Executive Committee Meeting No.1



Baton Rouge Loop

HISTORY Baton Rouge Loop

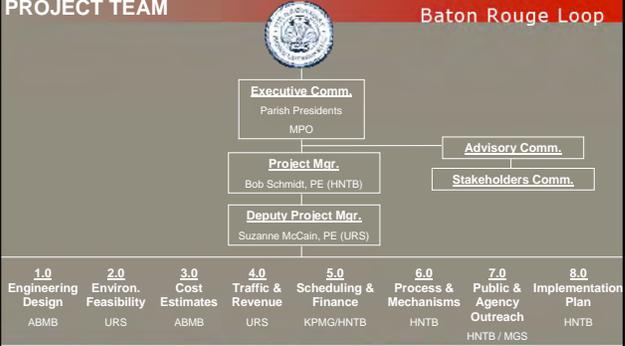
- Mid 90's - South Bypass Initial Studies
- Late 90's - South Bypass MIS
- 2004 - North Bypass Feasibility Study
- 2005 - Increased Traffic from Katrina & Rita
- 2006 - New Enabling Legislation (TMF & PPP)
- 2007 - Loop Implementation Plan



INTRODUCTIONS Baton Rouge Loop




PROJECT TEAM Baton Rouge Loop



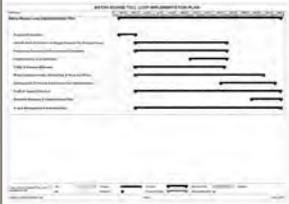
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graph TD
    EC["Executive Comm.  
Parish Presidents  
MPO"] --- PM["Project Mgr.  
Bob Schmidt, PE (HNTB)"]
    EC --- AC["Advisory Comm.  
Stakeholders Comm."]
    PM --- DPM["Deputy Project Mgr.  
Suzanne McCain, PE (URS)"]
    EC --- P1["1.0 Engineering Design  
ABMB"]
    EC --- P2["2.0 Environ. Feasibility  
URS"]
    EC --- P3["3.0 Cost Estimates  
ABMB"]
    EC --- P4["4.0 Traffic & Revenue  
URS"]
    EC --- P5["5.0 Scheduling & Finance  
KPMG/HNTB"]
    EC --- P6["6.0 Process & Mechanisms  
HNTB"]
    EC --- P7["7.0 Public & Agency Outreach  
HNTB / MGS"]
    EC --- P8["8.0 Implementation Plan  
HNTB"]
    
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WORK PLAN – Schedule & Deliverables Baton Rouge Loop

Implementation Plan Timeline: 12 months

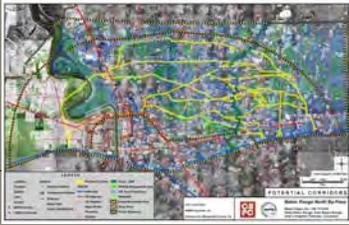


Deliverables: 6 Technical Memorandums & Implementation Plan



ENGINEERING & COST ESTIMATES Baton Rouge Loop

Existing Studies



South Baton Rouge Bypass (1998)

North Baton Rouge Bypass (2005)



ENGINEERING & COST ESTIMATES Baton Rouge Loop

Location

- Designation of Corridors
- Viable Mississippi River Crossings
- Constraints (environmental, development, physical, costs, etc.)

Design Features

- Number of Lanes
- Interchange Locations
- Toll Collection System
- Bridges

Project Costs

- Implementation Costs
- Operations & Maintenance Costs



ENVIRONMENTAL FEASIBILITY Baton Rouge Loop

Pre-NEPA Process

Mapping

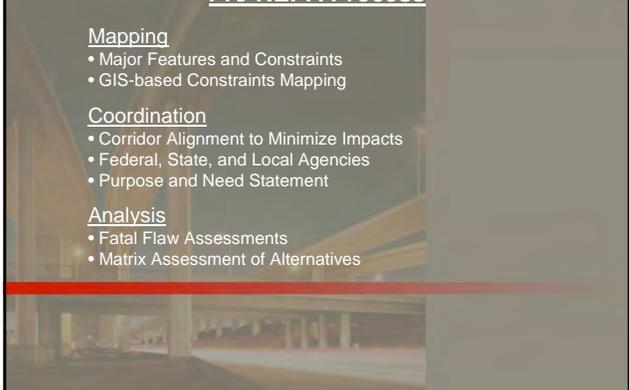
- Major Features and Constraints
- GIS-based Constraints Mapping

Coordination

- Corridor Alignment to Minimize Impacts
- Federal, State, and Local Agencies
- Purpose and Need Statement

Analysis

- Fatal Flaw Assessments
- Matrix Assessment of Alternatives



PRELIMINARY TRAFFIC & REVENUE Baton Rouge Loop



- Updated Regional Travel Demand Model
- Demand Modeling Sensitivity Analysis
- ID effective corridors (revenue potential)
- Toll rate schedules
- Base year toll model runs
- 2032 Model runs
- Diversion/Toll Analysis
 - traffic
 - vehicle class
 - toll schedule
- Revenue estimation by scenario

SCHEDULING & FINANCING Baton Rouge Loop

New Opportunities for Funding

- Tolls
- Mobility Fund – 2006 Act 306
- Public/Private Partnerships – 2006 Act 304
- Other Opportunities

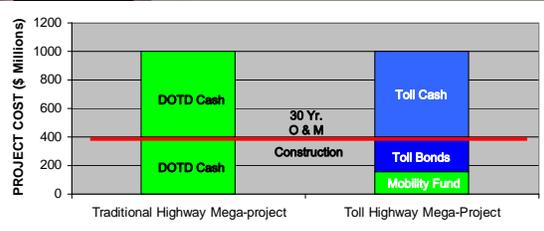
...Tolls

Current experiences in LA and polls by AGC, etc., indicate the public will strongly support tolls for new, alternative routes



SCHEDULING & FINANCING Baton Rouge Loop

Traditional vs. Toll Financing Example



STATE CAPITAL OUTLAY: \$1 Billion vs. \$160 Million

SCHEDULING & FINANCING Baton Rouge Loop

Overall Process



PUBLIC & AGENCY OUTREACH Baton Rouge Loop

Major Components of Outreach Plan:

- Public Information
- Public Involvement
- Agency Coordination

PUBLIC & AGENCY OUTREACH Baton Rouge Loop

Project Calendar



Project Website

IMPLEMENTATION PLAN COMPONENTS Baton Rouge Loop

- Market Testing of P3 Scenarios
- Evaluate Public-Private Model
- Evaluate Public Toll Authority Model
- Determine any New Statutory Needs
- ID of Responsible Entity
 - Local Toll Authority
 - LA Transportation Authority
 - Combination
- Corridor Preservation Strategies
- Schedule Components

- Project Development Process Chart
- Executive Summary

EXECUTIVE COMMITTEE (EC) Baton Rouge Loop

EC is decision-making body

Committee Composition

- Ascension President
- East Baton Rouge Mayor-President
- Iberville President
- Livingston President
- West Baton Rouge President

ADVISORY COMMITTEE (AC) Baton Rouge Loop

AC provides technical input and recommendations to the EC

Recommended Committee Composition

2 from each parish
 MPO - 1
 LaDOTD - 2
 FHWA - 1

Total: 14 Members

Recommend that representatives have technical background



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

SC provides business and community-based input to the EC

Recommended Committee Composition

Regional Stakeholders
 Parish-based Stakeholders

Recommended Stakeholder Experience

Economic Development
 Planning
 School Superintendents
 Civic Associations / Citizens



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Recommended Regional Stakeholders

Baton Rouge Area Chamber
 Port of Baton Rouge
 Baton Rouge Metro Airport
 Baton Rouge Area Foundation / Center for Planning Excellence
 LA Dept. of Economic Development
 LSU
 Southern University
 Baton Rouge Community College



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Parish Populations

East Baton Rouge Parish	413,700	62%
Livingston Parish	111,863	17%
Ascension Parish	94,128	14%
Iberville	29,729	4%
West Baton Rouge	20,836	3%
Total:	670,256	

Parish Populations – January 1, 2006
 US CENSUS SPECIAL REPORT



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Parish-based Stakeholders

- East Baton Rouge – 8
- Ascension – 4
- Livingston – 4
- West Baton Rouge – 2
- Iberville – 2

Total Stakeholders Committee: 28 Members (includes 8 Regional SHs)



Committee Meetings Calendar



Baton Rouge Loop

Discussion



Baton Rouge Loop



**EXECUTIVE COMMITTEE MEETING NO. 2
BR LOOP IMPLEMENTATION
BATON ROUGE, LA**

JULY 19, 2007

Attendees:

Riley Berthelot, West Baton Rouge Parish President.

Ronnie Hughes, Ascension Parish President.

Mitchell Ourso, Iberville Parish President.

Mayor Melvin L. "Kip" Holden, Mayor-President, East Baton Rouge

Mayor Holden recognized the following attendees:

Pat Culbertson, Councilman, and Ms. Culbertson

Mayor Watts, Central

Mike Futrell, Councilman

Councilman Mike Futrell

- Worked with Mayor Holden and Walter Monsour to receive additional funding
- New Federal Road Highway Bill is under construction - will happen in 2009.
- High priority of Senator Vitter

Mayor Watts

- The loop impacts Central a great deal and will have a positive impact for the whole area, especially for Central.
- Planners are working on a very large master plan for Central and this is a very important part of it. He would like to bring something from this meeting to the master planner.

MAYOR HOLDEN

- thanked Secretary Bradberry for being such a big supporter of this project on behalf of the State of Louisiana. He also thanked the Governor's Office and both Commissioner Jerry "Luke" LeBlanc and Jerry Jones. He also thanked the legislative delegation.

WALTER MONSOUR

- Acknowledged Councilman Culbertson and the entire Metropolitan Council of Baton Rouge for having funded this extremely important implementation plan. He also thanked Senator Vitter and Councilman Futrell for the additional monies that will be received from the Federal Government to enhance the work that they can do in this implementation plan.



HUEY DUGAS

- gave a brief history of the project to date

NORMA JANE SABISTON

- Briefed the audience on the joint Stakeholder and Advisory Committees that met on Tuesday, July 10, 2007.
- Stakeholder Committee discussed types of organizations at which to make presentations. Appropriate locations for the public meetings in their parishes were discussed and who would be best as a spokesperson for that group, whether it be a member of the Executive Committee, a technical team member, or a combination of both.
- The engineers met with the Advisory Committee, which provides technical expertise and advice on local transportation needs. Some of the issues discussed were corridor preservation, multi-modal uses, and Mississippi River crossings.

SUZANNE McCAIN

- Initial kick-off meeting with DOTD and FHWA - presented to them the scope of the implementation plan, the project deliverables, and the schedule for the next 12 months. The emphasis of that meeting was to assure that the project would be able to roll right into the environmental phase, which should kick off sometime next summer.
- Met with the Coast Guard and the Corps of Engineers. They provided valuable input on location of identifying possible corridors for crossing the Mississippi River as well as the Amite River, which is in a delicate state right now. They will also give us locations of existing mitigation banks and other cultural resources that need to be identified on our maps so that we can avoid them in our corridor selection.
- Still need to meet with DEQ and DNR, should take place sometime in August.
- All of our meetings so far have been very positive and there is a lot of momentum from the agencies to move forward.

MIKE BRUCE

- Reported on boundaries of the project, which will be subject to input and modifications as we move forward.
- Goal is to maximize traffic and make sure enough tolls are generated to pay for the project as best as possible.
- Discussed interchanges
- Constraints are key- environmental constraints, i.e. wetlands, major environmental impacts, existing developments and costly developments.
- Between URS, HNTB, and ABMB, we have been working with the constraints within the region developing this project.
- Outer boundaries:
 - South - Sunshine Bridge
 - West - about five or six miles to the west of LA 415
 - North- in the Baker-Zachary area
 - East - about three to four miles east of Walker.



- Interior boundary –
 - The southern boundary is just south of the Country Club of Louisiana area, the Burbank area
 - Encompasses the major development and the interior heart of the urbanized area in Baton Rouge.
- The next step is all possible alternatives. Lay out centerlines of all possible alternatives, utilizing the constraints that have been developing for the last two months. From there, the next big step is to actually identify feasible corridors.
- We will take the alternatives to the Stakeholders Meetings first, refine them based on Stakeholder input and then to the Advisory Committee where we will get further technical input.
- Have to follow NEPA process.

CRAIG GARDENER

- Upcoming in August:
 - Obtain regional transportation model. Use this to look at traffic demand, to project revenue for different routes.
 - Develop design criteria.
 - Website will be up.
 - Will have an Advisory Committee Meeting, Stakeholder Committee Meeting and Executive Committee Meeting.
 - Will develop our Preliminary Purpose and Need Statement.
 - Will develop an agency involvement plan.

WALTER MONSOUR

- Emphasized, and looked particularly at Scott Dyer and the news media here today; the donut is not where the loop is going to be. There are several different alternative routes that will be studied within those boundaries that must be made known.

Mayor Holden asked for questions.

Question 1:

Could you give me the website rollout date or an estimate?

Answer:

Within the next two weeks. We are going to link it to the Baton Rouge Governmental website and if the other parishes would like to do the same thing they can.

Question 2:

Don Ristroph: Is there potential for a bridge to be both a rail bridge and a highway bridge?

**Answer:**

Mr. Monsour stated, "The short answer to that question is yes." On the South Bypass we are definitely including rail potential on the bridge. We have also been in discussions with Mayor Roach in Lake Charles. They have been studying the possibility of high-speed rail from Lake Charles to New Orleans and when we alerted him of our loop project, in coordination of this project we decided to include that into the South Bypass, which would be the bridge that crosses the river South of I-10. That is not to say that we would build it initially but we will look at it and if we do not build it originally, we will provide for it. Again, the economics of this are going to dictate quite a bit of what we do and particularly with the toll situation.

Question 3:

Are you only considering light rail or are you talking about potential rail?

Answer:

Mr. Monsour stated they were talking about potential rail. Everyone is talking now about light high-speed rail. However, from engineering a bridge, I do not believe there is a great difference between the two. The North Bypass, if we use the 190 bridge, it already has a rail.

Question 4:

We spoke of the Stakeholders Meeting being quarterly. Have we changed that? Will the Stakeholders be quarterly and the technical committee every other month?

Answer:

Yes, sir.

/st



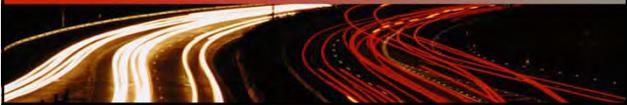
July 19, 2007
Executive Committee
Meeting No.2



Baton Rouge Loop

RECAP EC MEETING NO. 1 Baton Rouge Loop

- History
- Project Team
- Scope
 - Engineering & Costs
 - Environmental Feasibility
 - Traffic Revenue
 - Financial Scheduling
 - Public Involvement
 - Project Calendar



OUTLINE OF PRESENTATION Baton Rouge Loop

Implementation Team Reports

- Logo/Brand
- Committees
- Agency Coordination
- Engineering
- What's Next



LOGO/BRAND Baton Rouge Loop



COMMITTEES Baton Rouge Loop

AC/SC Joint Meeting No. 1 (7/10/07)

Stakeholder Committee

- Parish organizations for outreach
- Locations for public meetings
- Best spokespersons for groups
- Stakeholder committee member presentations



COMMITTEES Baton Rouge Loop

AC/SC Joint Meeting No. 1 (7/10/07)

Advisory Committee

- Membership
- Local knowledge
- Initial feedback / questions
 - Corridor Preservation
 - Multimodal Uses
 - Mississippi River Crossings
- Communications



AGENCY COORDINATION Baton Rouge Loop



DOTD & FHWA (7/05/07)

- Introduction / Background
- Scope
- Agency Involvement Plan
- Public Involvement Plan

USACE & USCG (7/18/07)

- Introduction / Background
- Scope
- Initial input on Mississippi River Crossings

ENGINEERING Baton Rouge Loop

JUSTIFICATION OF PROJECT BOUNDARIES

Outer Boundary:

- Maximize Attracted Traffic
- Generate Sufficient Tolls
- Provide Congestion Relief
- Sufficient Interchange Spacing

Inner Boundary:

- Maximize Attracted Traffic
- Minimize Urban Core Impacts
- Reduce Project Costs
- Appropriate Spacing from I-10 & I-12



**EXECUTIVE COMMITTEE MEETING
LOOP IMPLEMENTATION
BATON ROUGE, LA**

AUGUST 20, 2007

Attendees:

Riley Berthelot, West Baton Rouge Parish President
Ronnie Hughes, Ascension Parish President
Mike Grimmer, Livingston Parish President
Mayor Melvin L. "Kip" Holden, Mayor-President, East Baton Rouge

(Not in attendance: Mitchell Ourso, Iberville Parish President.)

MAYOR "KIP" HOLDEN made opening remarks and spoke of his concerns regarding a negative editorial appearing in last Monday's Morning Advocate.

WALTER MONSOUR

- Acknowledged the presence of Mayor Durbin, Mayor Travis Clark, Representatives Erdy, and White.
- This will not be taxpayer funded, except through the normal courses of the general fund or traffic-designated fees coming from the state, along with grants from the Federal Government, and from a private partner.
- This has been done successfully all over the country. We have the benefit of using the best models in the country. Moreover, we will tweak them and make sure that we do not make any mistakes.
- Land-use planner will be brought in to help plan how the land around the corridors should be zoned and used to maximize the traffic mitigation .

PRESIDENT HUGHES stated that he agreed with Mayor Holden regarding the editorial.

PRESIDENT HUGHES

- State has \$14 billion backlog.
- Ascension Parish needs \$1.6 billion dollars for state roads.
- We have to do some things different than we've done in the past and obviously I have learned the Advocate is a big naysayer in a lot of issues in the last few months and I'm glad to see the mayor-president speak up.

WALTER MONSOUR

- Near 40 percent of the population of the State of Louisiana today as we sit here is living between or on the corridor of Slidell to Lake Charles.

MAYOR HOLDEN thanked Dale and Bodie for the effort they put forth in the legislature as well.

HUEY DUGAS Stated that half the population of the state is on I-10 between Lake Charles and Slidell. Between 1990 and 2000, the four parishes here, excluding Iberville

and adding one more, St. Tammany, just those five parishes accounted for 50 percent of all the growth in the state.

Mr. Dugas went over the recap of the month's activities.

- There was a Stakeholders Committee Meeting and the Advisory Committee on August 9, 2007.
- The consulting team also met with other groups such as Juban North, Denham Springs, Smart Growth Group in Baton Rouge, Coast Guard and Army Corps of Engineers.
- The Advisory Committee focused on technical details analyzing the alternative alignments, in which some were added, several were deleted.
- Gained input on potential Mississippi River Bridge Crossing locations.

MEETING AGENDA:

1. Purpose and need.
2. Potential loop corridors.
3. Enhancements.
4. Input from Stakeholders and Advisory Committees.
5. Introduction of the website today.
6. Conclusion: What is next?

MIKE BRUCE, ABMB:

PRESENTATION OF LOOP BENEFITS:

Purpose and needs:

- **CONGESTION RELIEF-** Choice and regional mobility, Quality of life and Regional competitiveness. All of the listed points feed back to the congestion relief that the public needs.
- Other purposes and benefits of this loop include Hurricane evacuation and Federal legislation: \$500,000 put toward the loop study.
- 12 Mississippi River crossings locations identified. Those were some of our key constraints as we tried to develop corridors.

Corridors:

- Constraints: Mississippi River crossings, congestion and boundaries that were predetermined.
- Wetlands and flood plains within the boundaries and they are significant. We cannot avoid them all. We do want to minimize the impacts.
- The green on the map are the state and Federal lands.
- The dots on the map show the schools, churches, and cemeteries, which is a lot of them. Those are our strong constraints. We are trying to avoid all of these.
- We have created the "Spaghetti Map," which is every possible alignment we think that could reasonably meet the goals of this project.
- This map was presented to the SC and AC. It has been modified based on their input. There were minor tweaks that occurred. No full corridors fell out, some are a problem. We want to get public input on each of these corridors. If you count them, there are 15 to 20 true corridors or bypass segments in the map.
- One of the next steps once we go to the public with their input is to take into account the traffic and congestion relief and the toll and financing side. Some corridors may fall out because of public input, some may fall out because of other

types of input from the committees, and some may fall out because of traffic and revenue analysis.

RANNAH GRAY, Public Relations Consultant,

- “Context Sensitive Solutions.”- art panels on the walls and ways to bring art into the community even more. The path and structure enhancements, brick clad columns that will improve the view down on the level where the cars are, and biking paths and walking paths that can enhance the community.
- Stakeholders said traffic congestion was the most important issue. Also access, public safety, emergency evacuations, lower accidents, economic development.
- Presentations are planned in East Baton Rouge Parish with Forum 35, with the Black Chamber of Commerce, and the North Baton Rouge businesses and others are coming on board everyday. We are compiling newsletters that will distribute the information to homeowner and civic associations.
- The faith based community is distributing information.
- Needs the loop should meet: Traffic mitigation, Jobs and Economic, Inter-modality, Positioning the Baton Rouge region nationally and Greater access to emergency response and hospitals.
- The only obstacle our Stakeholders Committee is that cost escalates if we delay.

STEVE WALLACE: Advisory Committee

- **West Baton Rouge Parish** felt that a new crossing of the Intercoastal was very crucial, from both an emergency evacuation access standpoint and others.
- **Plaquemine Point** crossing location has environmental issues as well as planned development and current development that need to be considered there.
- **Routes in the Gonzales area**, through the developed area, would likely cause a lot of disruption and a lot of displacements.
- **Corridors east of the river and south of I-10**, which would mainly be in East Baton Rouge and Iberville parishes pose a challenge because there are environmental issues, current and proposed development.

CRAIG GARDNER

- BRloop.com that will be up today.
- Regional Transportation Model: Next month we will begin the traffic and revenue, develop the typical sections where we found the then, develop, and finalize the preliminary purpose and need statement.

PUBLIC MEETING DATES – all from 4:00 – 7:00 p.m.

- East Baton Rouge Parish - September 10, 2007, at the BREC Headquarters
- Livingston Parish - September 11, 2007, at the North Park Recreation Center
- WBR and Iberville Parish- September 12, 2007, at the Addis Community Center
- Ascension Parish -September 13, 2007, at the Gonzales Civic Center

Next EXECUTIVE COMMITTEE MEETING – Sept. 20, 2007

MAYOR HOLDEN asked for motion to adjourn. Meeting adjourned.

/st



August 20, 2007
Executive Committee
Meeting No. 3



Baton Rouge Loop

RECAP Baton Rouge Loop



RECAP OF MONTH'S ACTIVITIES

- SC and AC Meetings
- Juban North & Smart Growth
- Coast Guard & Corps

RECAP Baton Rouge Loop



RECENT ACTIVITIES

- SC & AC Meetings, Both on Thurs 9 Aug
- SC Focus on Broad Issues of Loop
- AC Focus on Technical Details
- Additional Information Following

RECAP Baton Rouge Loop



RECENT ACTIVITIES

- Juban North & Smart Growth Meetings
- Presentations Provided by Consultants
- Both Meetings Well Attended
- Expression of High Interest in BR Loop Project

RECAP Baton Rouge Loop

RECENT ACTIVITIES

- US Coast Guard & Army Corps Meetings
- More Intensive Meetings
- Purpose to Gain Input on Potential Miss River Crossing Locations



TODAY'S AGENDA Baton Rouge Loop

TODAY'S AGENDA

- Purpose & Need
- Potential Loop Corridors
- Enhancements
- Input From Stakeholders & Advisory Committees
- Web Site Launch
- What's Next



PURPOSE & NEED Baton Rouge Loop

LOOP BENEFITS

- CONGESTION RELIEF
- Choice and regional mobility
- Quality of life
- Regional competitiveness



PRE-DRAFT PURPOSE & NEED Baton Rouge Loop

- Reduce congestion and delay of local and through traffic
- Improve motorist safety
- Improve regional roadway network connectivity, access and mobility
- Improve intermodal connectivity with existing and planned facilities
- Improve regional transportation network capability to handle emergency evacuations
- Respond to legislative mandate in SAFETEA-LU to study this high-priority project



POTENTIAL LOOP CORRIDORS Baton Rouge Loop

JUSTIFICATION OF PROJECT BOUNDARIES

Outer Boundary:

- Provide Congestion Relief
- Maximize Attracted Traffic
- Generate Sufficient Tolls
- Sufficient Interchange Spacing

Inner Boundary:

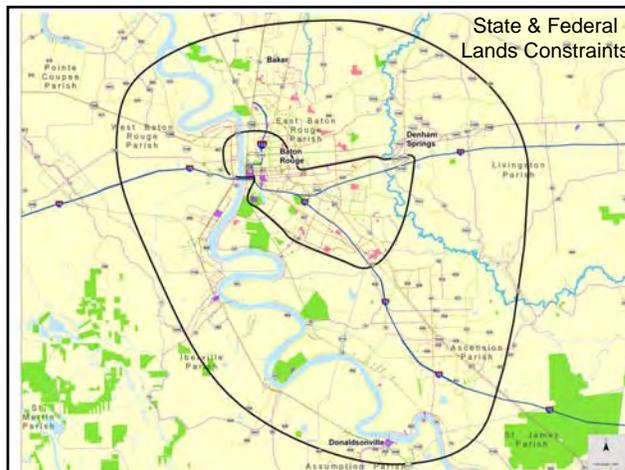
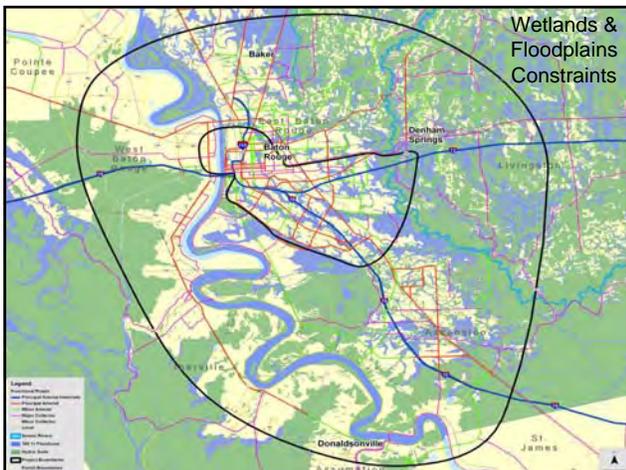
- Maximize Attracted Traffic
- Minimize Urban Core Impacts
- Reduce Project Costs
- Appropriate Spacing from I-10 & I-12

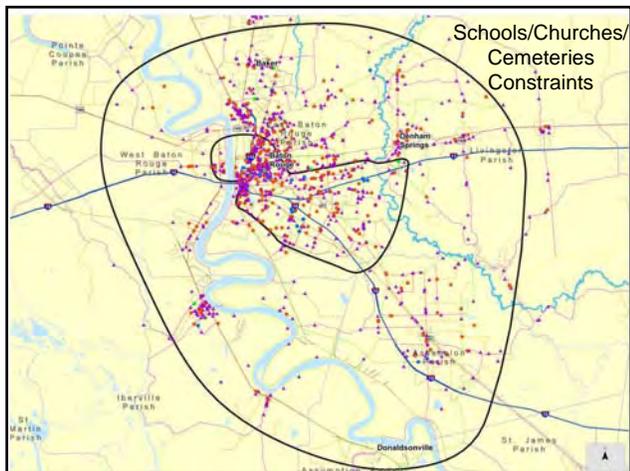


POTENTIAL LOOP CORRIDORS Baton Rouge Loop

POTENTIAL MISSISSIPPI RIVER CROSSINGS

- Twelve (12) locations identified
- Initial meeting held with Corps & Coast Guard
- Follow-up meetings with Navigation Groups
- Further Investigation:
 - River constraints
 - Landside constraints
 - Bridge considerations



POTENTIAL LOOP CORRIDORS Baton Rouge Loop

“SPAGHETTI” MAP

Possible Routes considering:

- MS River crossing locations
- Major constraints

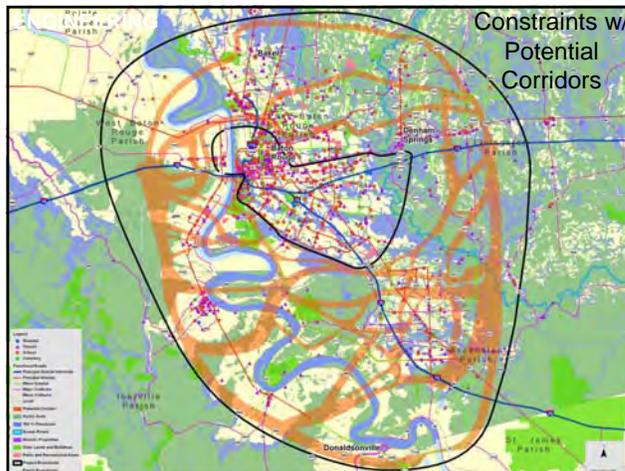


POTENTIAL LOOP CORRIDORS Baton Rouge Loop

POTENTIAL CORRIDORS

Corridors Developed

- Grouping reasonable alternatives
- Set corridor widths based on constraints
- Corridor width (1000' to 4000')



ENHANCEMENTS Baton Rouge Loop

- Opportunities to weave the Loop into the fabric of the community
- Planners call this:
“Context Sensitive Solutions”



Farmers Market



Retaining Wall Flair



ENHANCEMENTS

Baton Rouge Loop



STAKEHOLDER INPUT

Baton Rouge Loop



**Input from
Stakeholder
Committee**

STAKEHOLDER INPUT Baton Rouge Loop

What is the most important issue to those you represent?

- Traffic Congestion
- Access to All Areas
- Public Safety / Emergency Evacuation
- Economic Development
- Downtown Baton Rouge



STAKEHOLDER INPUT Baton Rouge Loop

What is the best way to communicate with your stakeholder community?

- Presentations to Organizations
- Homeowners / Civic Associations
- Newsletters
- Local Mayors
- **Local media**
- Faith Based Community



STAKEHOLDER INPUT Baton Rouge Loop

What needs should the BR Loop meet?

- Traffic Mitigation
- Jobs & Economic Development
- Intermodality
- Positioning BR Region nationally
- Greater Access to Emergency Response & Hospitals



STAKEHOLDER INPUT Baton Rouge Loop

What opportunities & obstacles will the BR Loop face?

Opportunities:

- Economic Development in Parishes
- Public Education
- Most Successful Loop
- Quality of Life Enhancements

Obstacle:

- Cost Escalates if We Delay



ADVISORY INPUT Baton Rouge Loop

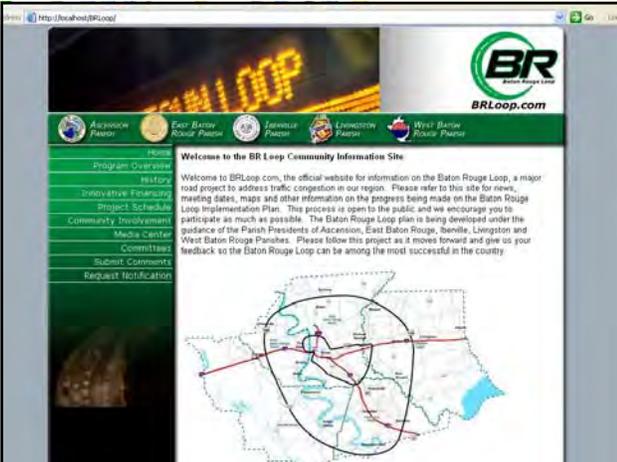


Input from Advisory Committee

ADVISORY INPUT Baton Rouge Loop

Notable Comments from Advisory Committee:

- New crossing of the Intracoastal Waterway important
- “Middle” corridor from north bypass study is good
- Plaquemine Point crossing location must be carefully considered
- Routes in Gonzales developed area will cause displacements
- Corridors east of river south of I-10 pose a great challenge

The screenshot shows a web browser window with the URL <http://local-ent.brloop.com>. The website header features the BRLoop.com logo and navigation links for Ascension Parish, East Baton Rouge Parish, Iberville Parish, Livingston Parish, and West Baton Rouge Parish. A central text block reads: "Welcome to the BR Loop Community Information Site. Welcome to BRLoop.com, the official website for information on the Baton Rouge Loop, a major road project to address traffic congestion in our region. Please refer to this site for news, meeting dates, maps and other information on the progress being made on the Baton Rouge Loop Implementation Plan. This process is open to the public and we encourage you to participate as much as possible. The Baton Rouge Loop plan is being developed under the guidance of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge Parishes. Please follow this project as it moves forward and give us your feedback so the Baton Rouge Loop can be among the most successful in the country." Below the text is a map of the Baton Rouge area with red lines indicating the proposed loop routes.

WEBSITE LAUNCH Baton Rouge Loop

Web Site Features

- Project & Meeting Schedules
- Meeting Reports
- Maps
- Links to related sites
- Contact for feedback & questions

BRLoop.com



WHAT'S NEXT? **Baton Rouge Loop**

Within the Next Month:

Technical

- Begin Regional Transportation Model
- Complete Design Criteria
- Develop Typical Sections
- Refine Loop Corridors
- Preliminary Purpose & Need

Upcoming Meetings

- Agency Kick-Off Meeting
- Elected Officials Briefing September 7
- Public Meetings September 10-13
- Executive Committee - September 20



Baton Rouge Loop





Executive Committee Meeting Summary

November 15, 2007

The meeting format consisted of a presentation, opportunity for committee input followed by a question and answer period. Opening remarks were made by Walter Monsour followed by a presentation from the BR Loop Team.

Walter Monsour opened the meeting with a brief overview of the BR loop team meeting presentation. He also announced that the proposed project had received additional funds from the state of Louisiana and \$500,000 of this money would be allocated to developing a land use plan in conjunction with the project and to continue a strong public outreach program.

The presentation included an update on the following:

1) Public Outreach (Rannah Gray) – provided status of comments received from the website, summary of small group meetings conducted following public meetings in September, summary of Joint Advisory & Stakeholders Committees meeting on October 11, 2007.

2) Engineering Corridors (Mike Bruce) – informed committee of progress on corridors and unveiled revised corridor map. Noted there are two MRB crossings that have been eliminated as well as routes near Port Vincent and French Settlement. Corridors have been refined due to engineering & environmental factors influencing feasibility and considered public input.

3) Traffic & Revenue Analysis (Mike Bruce) – Currently being conducted by URS and will have preliminary results in 30 days. It is possible that corridors will be eliminated/refined further based on this analysis.

Mayor Kip Holden – Realizes there are going to be impacts regardless of the corridor which is chosen to move forward but commended the team for listening to the public and adapting as the process continues.

4) Toll Road Finance 101 (Citigroup) – Led general discussion on options available for BR loop project financing including private-public-partnerships. He stressed the following:

- Managing/Operating a toll road is a business that will improve the transporting of people & goods in & out of the BR region. Possible to issue different rates for different times of day.
- Congestion is constantly changing. Variables such as traffic patterns and construction of new routes allow for a dynamic situation.
- Important to gauge citizen receptivity
- Best option for all 5 parishes.

Within next 30-45 days financial folks will review models and make refinements along with construction and operations/maintenance costs to determine best viable option for financing.

BR Loop Executive Committee Meeting Summary – November 15, 2007

Mayor Kip Holden inquired about the possible use of public private partnerships. Citigroup agreed that this is a potential alternative for the BR Loop because it shifts overruns and delays over to the private sector. How do we respond to people who ask “Can this project happen”? This project is very realistic. It all depends on the numbers but it is more likely that the most feasible segments would be built first and remaining segments built later as revenue and traffic continues on first segment.

There was a question regarding the funding streams used for LA 1 project in south Louisiana. Approximately 60% of LA1 funding is being provided by tolls. The other various funding sources include DOTD, Port Fourchon, Tifia, and Coastal Restoration fund contributions.

5) BR Loop Financing (KPMG) – Discussed various potential options specific to BR Loop financing plan. Executive Committee requested more information on TIFs and Tifia loans.

Walter Monsour closed the meeting by commending the implementation team for being ahead of schedule and thanked everyone for their participation during the meeting. He also reminded the Executive Committee that the next meeting is scheduled in December will include all three committees. A notice would be sent to committee members as soon as a location is finalized.



November 15, 2007
Executive Committee Meeting No. 4



Baton Rouge Loop

PUBLIC OUTREACH SUMMARY Baton Rouge Loop



- Public Comments being utilized by the team
- Website Comments being addressed
- Small Group Meetings

AGENDA Baton Rouge Loop



- SUMMARY OF EC MTG No. 3
- PUBLIC OUTREACH / COMMUNITY INVOLVEMENT
- ENGINEERING UPDATE
- TRAFFIC & REVENUE STATUS
- FINANCE DISCUSSION

PUBLIC OUTREACH SUMMARY Baton Rouge Loop

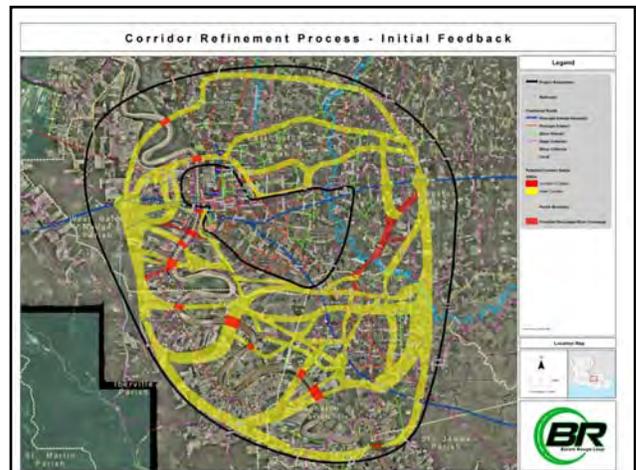
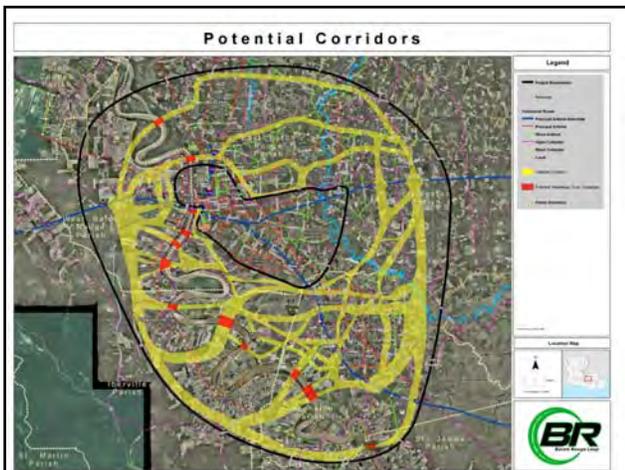
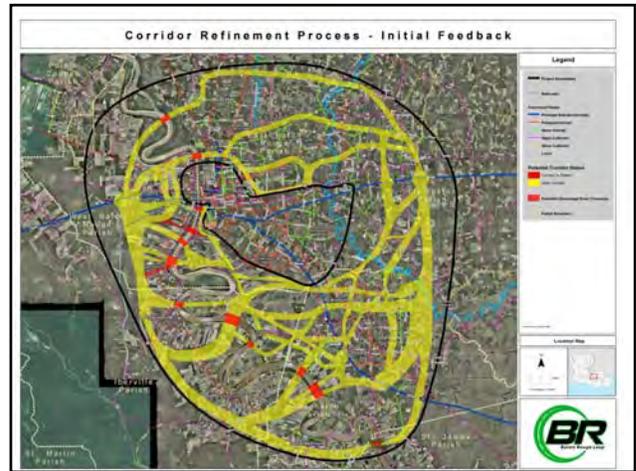
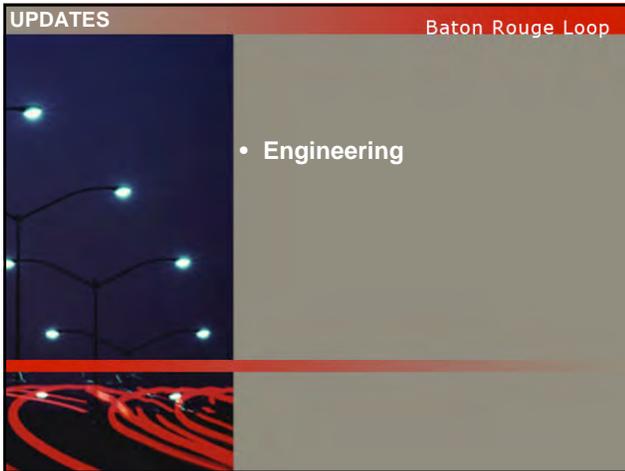


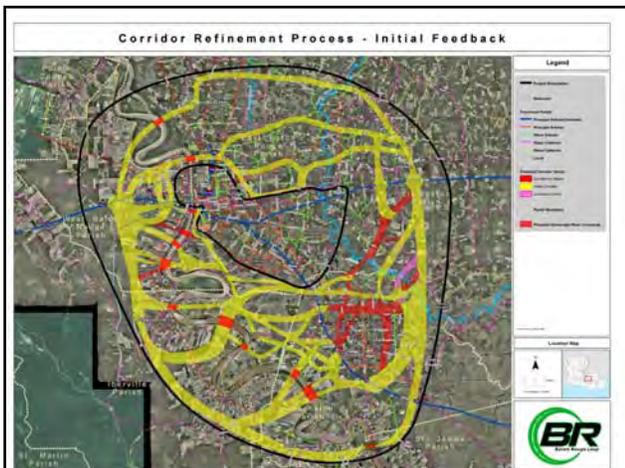
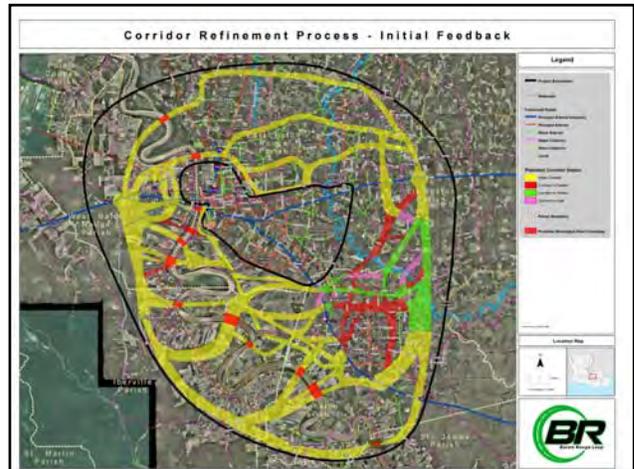
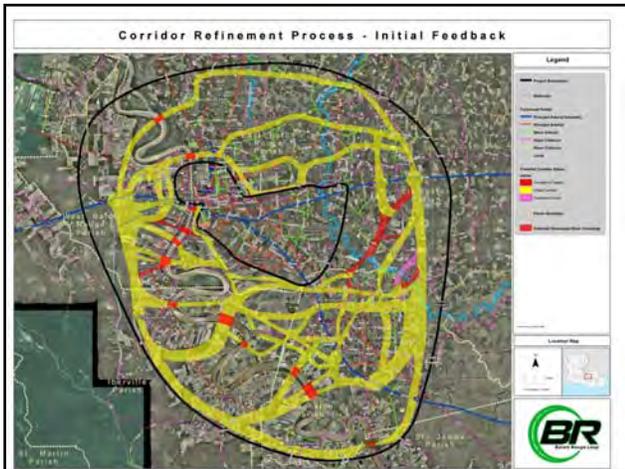
Advisory/Stakeholders Committee Mtg

- October 11
- Update on Project Meetings
- Input on Corridors
- Briefed on Financing Options

UPDATES Baton Rouge Loop

- Engineering





UPDATES Baton Rouge Loop

- Traffic & Revenue Analysis

The slide features a dark background with a photograph of a highway at night, showing light trails from vehicles. A red horizontal bar is positioned at the bottom of the slide.

FINANCE DISCUSSION Baton Rouge Loop

Toll Road Finance 101

by Citigroup



Table of Contents

- 1 Toll Road Finance
- 2 Traditional Public Delivery
- 3 Public Private Partnership Delivery



Baton Rouge Loop
Executive Committee Meeting



BRLoop.com

Toll Road Finance

November 15, 2007



1. Toll Road Finance Overview



Major Considerations in Toll Financings

- Project feasibility
- Quality of management
- Traffic demand and trends
- Traffic competition
- Economic strength and diversity of toll region
- Strength of legal provisions
- Construction process and costs

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Reasonableness of Traffic and Revenue Study

For a start-up facility, achieving investment grade ratings will depend upon the reasonableness of the traffic and revenue study.

<p>Traffic demand and trends</p> <ul style="list-style-type: none"> • Level of congestion/necessity of road • Types of trips traveled (business/recreation/commuter) • Composition of traffic • Vulnerability of traffic to business cycles, motor fuel shortages and price escalations • Variation in traffic demand due to economic changes <p>Economic Strength and Diversity</p> <ul style="list-style-type: none"> • General demographics • Leading employers • Employment and labor force trends • Wealth and income indicators • Retail sales activity • Business activity 	<p>Revenue</p> <ul style="list-style-type: none"> • Flexibility of future toll setting/political risk • Sensitivity to variability of traffic and revenue growth • Demonstrated revenue inelasticity • Cost per mile toll rates • Ramp up factor • Toll evasion/enforcement measures <p>Competition</p> <ul style="list-style-type: none"> • Competition from alternative routes including freeways and other toll facilities • Time and money saved compared to alternative routes • Risk of future expansion of competing facilities/development of new competing facilities • Tolling and capacity of connecting/complementary facilities
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Development of a Toll Project

All aspects of a project's development and implementation plan must be carefully constructed.

<p>Project Feasibility</p> <ul style="list-style-type: none"> • Pre-development costs / ROW costs • Construction costs: complex nature of large capital improvements • Studies by independent consultants <ul style="list-style-type: none"> - Traffic and toll revenue - Construction costs and schedule • Financial evaluation of forecasted revenue and operating costs • Environmental oversight, issues and permitting process 	<p>Quality of Management and Political/Govt. Support</p> <ul style="list-style-type: none"> • Experience of planning, managing, and operating complex surface transportation projects • Toll operation inter-operability with existing toll agencies • Coordination of planning between DOT, regional and local transportation authorities and the private sector • Quality maintenance • Budgeting process • Authority / procedures to increase tolls
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Revenue Risks Associated with Start-Up Toll Facilities

Numerous qualitative features of the project will also be analyzed.

<p>Factors That Make Forecasts More <u>Reliable</u></p> <ul style="list-style-type: none"> • Located in developed corridors • Conservative economic forecasts with moderate economic growth • Time savings of at least 10-15 minutes over competing routes • Higher income users • Revenue growth under 5% per year over first four years 	<p>Factors That Make Forecasts More <u>Problematic</u></p> <ul style="list-style-type: none"> • Traffic demand is dependent upon future economic development (estimating future economic development is very unreliable) • Traffic composition (recreational traffic is more sensitive to economic variations) • Ability to withstand recessions • Unbalanced regional economy • Failure to market and sign the road to new users • Lower income users which signify greater reluctance/inability to pay tolls
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Construction and Operational Considerations

Revenues are dependent upon on-time completion and a well-maintained facility

- Construction risk
 - On-time completion (liquidated damages)
 - Cost over-runs
 - Technical difficulties
 - Access roads/connections
- Control of operation and maintenance costs
 - Reasonability of estimates
 - Ramp-up period vulnerability
 - Reasonable renewal and replacement investment
- Operations and maintenance performance
 - Ability to maintain road in proper condition



2. Traditional Public Delivery



Additional Sources of Funds

Many start-up toll facilities utilize multiple funding sources.

- TIFIA
 - Direct loan
 - Line of credit
 - Loan guarantee
- Title 23- § 129 Loan
 - State DOT loans obligation authority to a toll project
- State/DOT contribution
 - Grant / capital contribution
 - Payment of operation, maintenance and/or rehabilitation costs
 - Allows for gross pledge of revenues to bondholders
 - DDT reimbursed from future surplus revenues
- Local / Private Sector contribution
 - Right-of-way
 - Capital investment
 - Design/build



Basic Project Finance Structure

Financing Sources and Uses



Flow of Project Revenues (Net Pledge)

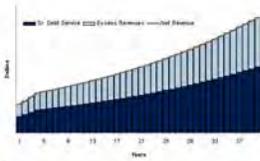


Illustration of Debt Structures

Recent public start-up toll facilities utilize a combination of tax-exempt Current Interest Bonds (CIBs) and Capital Appreciation Bonds (zero-coupon CABs) with a federal TIFIA loan

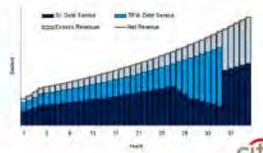
Traditional Toll Financing (Single Lien)

- Develop a net revenue forecast
 - Revenue less O&M costs
- Structure debt (with coverage)
 - 1.75x minimum coverage is typically required
 - 30-50 year debt is common



Traditional Toll Financing with TIFIA

- Incorporate a subordinate TIFIA loan
- TIFIA program is a federal transportation financing tool with flexible terms
- The federal government is willing to accept lower coverage and subordinate repayment
 - 1.10x minimum coverage is possible
- Increased leverage allows for more upfront bond proceeds



3. Public Private Partnership Delivery



Financial Considerations of Toll Financings

For a start-up facility, achieving investment grade ratings will depend upon the reasonableness of the traffic and revenue study.

Strength of Legal Provisions

- Rate covenant
- Additional bonds test
 - Common ratio used in a toll bridge covenant – approximately 1.25x
 - Including only historical revenues is a stronger test
- Debt service reserve requirements
 - DSRF - Funded at one year's debt service – provides significant protection
 - Repair and replacement reserves
- Enhanced security with additional revenue pledge

Financing Solutions to Mitigate Risks

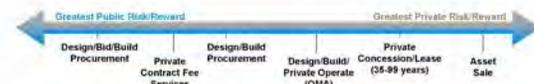
- Adequate cash reserves
- Moderate scheduled amortization/accelerated amortization with excess cash flow
- Guarantees/protections for construction completion and cost
- Renewal & replacement contingency
- Operation & maintenance support
- Sufficient capitalized interest contingency
- External funding or credit assistance
- Non-compete clause



Spectrum of PPP Alternatives

PPPs can include private involvement in many different facets of transportation projects

- In addition to a concession, there are many different options of private participation



- Determining the appropriate PPP approach for individual projects within this spectrum will depend on a variety of factors including:
 - Public need
 - Feasibility of the project
 - Schedule for the project
 - Reasonableness of the financial aspects of the project
 - Impact of the project on local public sector transportation partners and other State and local municipal partners



Public and Private Goals of a Transportation PPP

Successful PPP requires efficiently meeting public and private goals.

Public Goals (Seller)

- Utilize private expertise and/or investment to deliver or enhance transportation projects
- Transfer risk to the private sector
- Receive a competitive valuation price
- Structure agreement to ensure future performance and efficiently allocating risks/responsibilities
- Manage political considerations
- Ensure a fair and transparent solicitation process
- Preempt/withstand legal challenge
- Strong public relations effort and notification
- Sufficient time allowed between "bid" stages.

Private Goals (Concessionaire)

- Anticipate a return on capital competitive with comparable investments
- Maximize strength of future revenue stream
 - Inflation protected return
 - Enforce rate increases
- Maximize leverage and financing flexibility
- Agreements have sufficient senior lender protections
- Structure agreement to ensure protection of equity investment
- Fair allocation of risks and force majeure protection between public and private entities



Public vs. Private Perspectives

	Public	Private
Goals	<ul style="list-style-type: none"> Improve transportation/deliver transportation services Work within political environment Achieve AA to A rated debt 	<ul style="list-style-type: none"> Maximize present value cash flow Provide customers a quality product Maximize leverage with resultant 'BBB' to 'BB' rated debt
Tolls/Revenue Restrictions	<ul style="list-style-type: none"> Rate increase typically limited to operate and maintain facility and repay debt (cost recovery) Political pressure Rate covenant Priced as a public service 	<ul style="list-style-type: none"> Set rates at lesser of (1) market level and (2) concession agreement limitation Typically no rate covenant
Financing	<ul style="list-style-type: none"> Tax-Exempt Debt TIFIA Government Equity 	<ul style="list-style-type: none"> Taxable Corporate Debt Tax-Exempt Private Activity Bonds under SAFETEA-LU TIFIA Equity (15 - 30% of financing)
Purpose of Debt	<ul style="list-style-type: none"> Finance initial development and subsequent improvements 	<ul style="list-style-type: none"> Finance initial development and subsequent improvements Maximize leverage to minimize cost of capital/maximize bid price
Traffic/Revenue Modeling	<ul style="list-style-type: none"> Focus on cost recovery/downside 	<ul style="list-style-type: none"> Focus on business approach and upside potential for equity return
Surplus Revenues	<ul style="list-style-type: none"> Fund capital improvements for facility and other eligible projects 	<ul style="list-style-type: none"> Recurring equity dividend payments Fund capital improvements for facility



Concession Agreements

Concession Agreements must meet both public and private goals.

- The Public Entity (the "Owner") typically maintains title to the asset and enters into a long-term Concession and Lease Agreement with the Concessionaire (the "Operator")
 - The Transportation Services Agreement must fully anticipate any issue that could possibly arise during the term of the lease and protect the public's interests

Public Goals for Agreement:

- Transfer operating risk to Private Entity
- Ongoing protection of public interest from the concession granted to the winning bidder
- Ensure long-term viability of transportation asset (operating and maintenance standards)
- Certain employment restrictions (non-discriminatory/affirmative action, fair wages, conflicts of interest)
- If applicable, ensure that Private Entity expands system in a manner consistent with economic development and demographic needs

Private Goals for Agreement

- Maintain flexibility regarding method of performing repairs and replacements
- Maximize flexibility regarding employment
- Maintain public responsibility for law enforcement and some environmental issues
- Maximize ability to benefit cost efficiencies including modern tolling strategies and technologies
- Minimize risk of future competing toll roads and freeways
- Ability to assign Concession Agreement and/or grant leasehold mortgage



PPP Considerations

Any concession of a PPP must contemplate a wide variety of legal, economic and political factors.

Specific Asset Impact

- Concession Scope
 - Entire System or Segment of System
- Market-based rates
- Assuming Operations
 - Quality Standards
 - Human Resources
- Responsibility for future expansions
 - Inter-Agency Agreement with private operator

Additional Considerations

- Competition
 - Concession Protection
 - Motor Vehicle Diversion
 - Impact on highways and feeder roads
- Legal Considerations
 - Outstanding bonds
 - If segmented, tax analysis on outstanding bonds
- Environmental impact of system changes or private concession



Concession – Upfront Payment

The Sponsor flows the greatest upfront proceeds and greatest future upside/losses to the State

Legal Structure

- A long-term concession sale (a.k.a. "Design-Build-Finance-Operate-Maintain" agreement) transfers almost all development, revenue and operating risks to a private equity Sponsor
 - The public entity only retains certain risks hard for the Sponsor to foresee or insure, such as pre-existing environmental
- The concession typically lasts for 35 to 99 years and, generally, concessions exceeding 50-years allow the Sponsor to benefit from depreciation (indirectly benefitting the public entity)
- The concession specifies all the duties of the public entity and the Sponsor
 - In the event the Sponsor violates the agreement (beyond a cure period) then the debt holders have step-in rights and/or the public entity may ultimately terminate the agreement

Financing

- During the bidding stage the competing private entities develop a bid that maximizes leverage, with the remaining 15-25% of the capital structure comprising equity
 - The Sponsors usually capitalize a non-recourse LLC to serve as the project company
- The Sponsors utilize a bank loan or corporate debt to provide the upfront concession payment
 - Bond insurers have also demonstrated a willingness to provide a 50-year policy (including refinancings)
- For lucrative projects, this upfront fee typically exceeds the project costs resulting in a net upfront payment to the public entity
- For non-lucrative projects, the equity capital reduces the amount of required upfront public subsidy



Valuation Drivers

Public can control many valuation drivers

Revenues

Determined by Public:

- User fee setting
- Fee escalation flexibility
- Revenue sharing requirements

Not Determined by Public:

- Revenue Growth
- Fee elasticity
- Asset capacity

Terms and Conditions

Determined by Public:

- Mandated capital expenditure
- Concession term
- Property tax abatement
- Sales and other taxes
- Restrictions on competing facilities
- Limitations on rates of return
- Upfront versus ongoing payments
- Preservation of tax-exempt status

Other

Determined by Public:

- Existing employee transition requirements
- Other labor issues
- OSM standards
- Framework for potential operating efficiencies
- Risks retained by the State (force majeure, environmental, etc.)

Not Determined by Public:

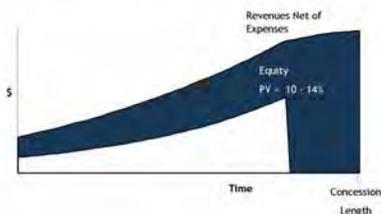
- OSM cost projections



Illustrative Concession Structure

The private bidder's equity contribution allows for the full upfront monetization of expected net revenues.

- The concession value is composed of debt and equity components
 - Different rates are applied to each component comprising the net revenue curve (discounted cashflow approach)
- Revenues in excess of debt service and maintenance are retained by the concessionaire as equity dividends



3. Case Studies



Case Study: Louisiana TIMED Program



Louisiana will invest over \$4 billion in new highway and bridge construction throughout the State.

- **TIMED:** Transportation Infrastructure Model for Economic Development
 - Multi-year construction program financed with a dedicated sales tax
 - Act 16 dedicates 4 cents of the motor and special fuels tax directly to 16 TIMED projects
 - Features a private Program Manager to administer the Program
- Citi has worked closely with the State, DOT and Program Manager since 1999
 - In 2002 helped modernize and liberalize the structure and documents
 - Extended final maturity to 30 years, eliminated DSRF, lowered ABT and maintained ratings
 - In 2005 proposed a strategy which upgraded the credit to AA- and Aa3 from S&P and Moody's
 - TIMED Program carries a higher bond rating than Louisiana's GO rating

Citi Has Served as TIMED's Exclusive Sr. Manager

- 1999: \$94 million
- 2002: \$275 million
- 2005: \$525 million
- 2006: \$1,107 billion

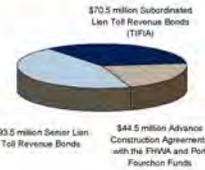


Case Study: LTA – Louisiana Transportation Authority



LA 1 Project – Senior Managing Underwriter – June 2005

Funding Sources



Credit Enhancements

- Citi assisted the LTA to efficiently intertwine a number of credit sources including
 - LaDOT agreeing to fund all O&M and construction costs overruns for Phase I
 - The State, through the DED, replenishes the Senior Lien DSRF each year in the event of a draw
 - 'Turbo' structure whereby surplus revenues used to accelerate debt payment
 - Ambac insurance and partial DSRF surety for senior bonds
 - TIFA Loan for subordinated bonds



Case Study: LTA – Louisiana Transportation Authority



LA 1 Project – Senior Managing Underwriter – June 2005

- LA 1 project is a unique program of national, statewide and regional significance
 - Road provides only access to Port Fourchon which services 75% of all rigs in the Gulf of Mexico, with the Gulf itself producing 16% of all oil used in the U.S.
 - Citi helped demonstrate that traffic directly correlated to deep water oil production
 - First U.S. toll road program with revenue tied to a depleting resource
- Citi helped negotiate and obtain A2/A/A- ratings for the senior bonds – Ambac insured – and a TIFA loan for the subordinate lien
- Inaugural program for LTA and issued in conjunction with the LaDOTD



Case Study: LTA – Louisiana Transportation Authority



TIFA Application Example: LA-1 Structure

Year	Total Revenue	Senior Lien	TIFA	Coverage of
Ending		Net Debt Service	Net Debt Service	LA Debt
12/31/04	0	0	0	0.0%
12/31/04A	0	0	0	0.0%
12/31/05	1,771,000	0	0	0.0%
12/31/06	3,361,000	21,300	10,000	14.9%
12/31/07	5,054,000	3,423,075	15,000	1.8%
12/31/08	6,803,000	3,423,075	10,000	2.2%
12/31/09	8,596,000	3,423,075	10,000	1.4%
12/31/10	10,389,000	3,423,075	10,000	1.1%
12/31/11	12,182,000	3,423,075	10,000	1.1%
12/31/12	13,975,000	3,423,075	10,000	1.1%
12/31/13	15,768,000	3,423,075	10,000	1.1%
12/31/14	17,561,000	3,423,075	10,000	1.1%
12/31/15	19,354,000	3,423,075	10,000	1.1%
12/31/16	21,147,000	3,423,075	10,000	1.1%
12/31/17	22,940,000	3,423,075	10,000	1.1%
12/31/18	24,733,000	3,423,075	10,000	1.1%
12/31/19	26,526,000	3,423,075	10,000	1.1%
12/31/20	28,319,000	3,423,075	10,000	1.1%
12/31/21	30,112,000	3,423,075	10,000	1.1%
12/31/22	31,905,000	3,423,075	10,000	1.1%
12/31/23	33,698,000	3,423,075	10,000	1.1%
12/31/24	35,491,000	3,423,075	10,000	1.1%
12/31/25	37,284,000	3,423,075	10,000	1.1%
12/31/26	39,077,000	3,423,075	10,000	1.1%
12/31/27	40,870,000	3,423,075	10,000	1.1%
12/31/28	42,663,000	3,423,075	10,000	1.1%
12/31/29	44,456,000	3,423,075	10,000	1.1%
12/31/30	46,249,000	3,423,075	10,000	1.1%
12/31/31	48,042,000	3,423,075	10,000	1.1%
12/31/32	49,835,000	3,423,075	10,000	1.1%
12/31/33	51,628,000	3,423,075	10,000	1.1%
12/31/34	53,421,000	3,423,075	10,000	1.1%
12/31/35	55,214,000	3,423,075	10,000	1.1%
12/31/36	57,007,000	3,423,075	10,000	1.1%
12/31/37	58,800,000	3,423,075	10,000	1.1%
12/31/38	60,593,000	3,423,075	10,000	1.1%
12/31/39	62,386,000	3,423,075	10,000	1.1%
12/31/40	64,179,000	3,423,075	10,000	1.1%
12/31/41	65,972,000	3,423,075	10,000	1.1%
12/31/42	67,765,000	3,423,075	10,000	1.1%
12/31/43	69,558,000	3,423,075	10,000	1.1%
12/31/44	71,351,000	3,423,075	10,000	1.1%
12/31/45	73,144,000	3,423,075	10,000	1.1%
12/31/46	74,937,000	3,423,075	10,000	1.1%
12/31/47	76,730,000	3,423,075	10,000	1.1%
12/31/48	78,523,000	3,423,075	10,000	1.1%
12/31/49	80,316,000	3,423,075	10,000	1.1%
12/31/50	82,109,000	3,423,075	10,000	1.1%
TIFA	326,326,136	143,032,470	187,293,666	2.4%

(1) Toll revenues from LA10 Dependent Traffic and Existing Tolls (April 11, 2005)
 (2) Senior Lien Debt Service reflects ongoing operations fees of \$2.50/acre and truck fee of \$1,000/acre associated with the Senior Lien Bonds.
 (3) TIFA Bond Debt Service reflects the annual carrying fees of \$1.00/acre associated with the TIFA Bond.



Case Study: TxDOT – Texas Turnpike Authority

Central Texas Turnpike Project (Austin) – Senior Managing Underwriter – August 2002

- Authority utilized 3 types of funding
 - \$1.3 billion issuance of tax-exempt Senior Lien Obligations
 - \$917 million TIFIA loan (Accepted by USDOT in November 2000)
 - \$700 million loan from Authority's parent, TxDOT
- Bonds will be primarily tax-exempt bonds combining
 - Fixed Rate CIBS and CABs (Callable and Non-Callable)
 - Variable Rate bonds
 - Intermediate term BANs
- Financing structure utilized a gross revenue pledge whereby TxDOT will support O&M costs in earlier years
 - System revenues are pledged first to debt service to allow the Authority maximum funding for construction
 - O&M expenses are subordinate to debt service
 - The financial obligation for O&M is supported by an arrangement with TxDOT
- BANS finance TIFIA loans during the construction period at a tax-exempt rate (3.44% versus 5.51% TIFIA) and are taken out in 2007 and 2008
- Construction undertaken via one design/build contract

27

Citi is the #1 Sr. Manager of U.S. Transportation Projects

29

4. Citi's Qualifications

Industry Leading Transportation Franchise

Citi offers unparalleled credentials in tax-exempt and transportation finance

- #1 underwriter of tax-exempt debt
- #1 underwriter of US private toll road bonds
- #1 underwriter of tax-exempt transportation bonds
- #1 underwriter of tax-exempt toll road bonds
- #1 underwriter of Private Activity Bonds (PABs)
- #1 underwriter of tax-exempt bonds with TIFIA
- #1 in bringing inaugural tax-exempt transportation credits to market
- #1 underwriter of tax-exempt variable and auction rate bonds
- Highly experienced banking team
- Citi's unparalleled platform – the largest and strongest financial services firm in the world

Representative Clients

THE PEACE BRIDGE Texas Department of Transportation

30

Citi is Uniquely Qualified to Serve on the Loop Project

Citigroup is the industry leader in all sectors that are important to the Loop Project.

Unrivaled Qualifications

- Citigroup is the industry leader in structuring, arranging and senior managing start-up toll road financings
 - Louisiana Highway 1 – (2005)
 - Central Texas Toll Project – (2002)
 - Toronto 407 – (2000)
 - Transportation Corridor Agencies (1993 & 1995)
- Citigroup is also the industry leader in advising public transportation clients on the feasibility of start-up toll facilities
 - Bella Vista Bypass (Arkansas) – (2005)
 - Alamo RMA – (2006 – Present)
 - Pennsylvania Turnpike
- Citigroup is the lead arranger of TIFIA loans in the industry, having served as lead arranger on 6 of the 13 awarded loans to date
 - No competitor has arranged more than 2

Senior Manager/Advisor - Start-Up Toll Facilities

Texas Turnpike Authority
a division of Texas Department of Transportation

407 ETR

Lead Arranger – TIFIA

Empire State (New York State Thruway Authority)

PA Turnpike (Pennsylvania Turnpike Commission)

I-75 (Ohio Turnpike)

Texas Department of Transportation



Citigroup's U.S. Toll Road Advisory Experience

Citigroup has experience working with municipal agencies, financial advisors and traffic consultants to develop and present valuation studies

Harris County Toll Road Authority	Louisiana Transportation Authority	Peace Bridge Authority	Colorado Tolling Enterprise	Puerto Rico Hwys. & Transp. Auth.
<ul style="list-style-type: none"> Jan 01 – June 01 Analyzed financing options and capacity analysis for existing and planned expansion Evaluated public ownership options including the Enterprise Fund as well as regional alternatives Analyze cost restructuring opportunities for the County and Toll Road Authority 	<ul style="list-style-type: none"> Jan 03 – Jun 05 Analyzed feasibility and developed financing strategy, including use of TIFIA for LA1 Identified multiple revenue sources to create feasibility Citigroup senior managed the inaugural debt issuance in Jun-05 	<ul style="list-style-type: none"> Jul 04 – Mar 06 Analyzed feasibility and developed financing strategy, including TIFIA for bridge and plaza expansion alternatives. Currently working with the Authority to prepare for long-term bridge financing 	<ul style="list-style-type: none"> Dec 02 – Aug 04 Analyzed feasibility and funding analysis for 64 projects, 9 projects identified for Phase 1 Explored the potential for a Central Regional System and recommended a development plan 	<ul style="list-style-type: none"> Jan 02 – Sep 03 Represented PRHTA in negotiation of the concession and restructuring the debt of the Masocho Bridge Restructuring gained \$24 million in released reserves Toll bridge is owned by PRHTA, but built, operated and leased by Orjeda



Citi: Leader in Toll Road Finance

Citi will serve as Senior Manager on \$5.4 Billion in Toll Road Financings in 2007!

Puerto Rico Highway & Transportation Authority	NYS Thruway Authority	Pennsylvania Turnpike Commission
<ul style="list-style-type: none"> In February 2007, Citi was lead manager on the pricing of a \$1.1 billion tranche for PRHTA The financing was comprised of a \$1.1 billion refunding and a \$20 million new money component The refunding consisted of non-coupon bonds used to restructure the Authority's outstanding \$1 billion of debt and create a cash flow through the present value savings from the refunding The refunding saved \$100 million in debt service over the next 5 years with no decrease in traffic 	<ul style="list-style-type: none"> \$1.01 Billion General Revenue Bonds in October 2007 Consists with related revenue rebates and risk of recycling structure Client has strong and solidifying as part of overall revenue enhancement plan to address capital plan, enhance operations plan, maintain coverage and recover the state debt funding of capital plan Allowed ratings and enhanced bond trustee role in program history 	<ul style="list-style-type: none"> \$1.1 Billion Bond Anticipation Notes in October 2007 Prime DOT REP for Turnpike Commission to address \$600MM annual deficit Turnpike Commission responded to REI with Citi advised 5-Party Alternative financing approach Financed spot inflation and billing and greater leverage to generate sufficient revenue Retain Commission's control
<ul style="list-style-type: none"> \$420 million of toll revenue backed debt issued in June 2007 to succeed forward cash limited swap involved in December 2006 Currently working with OCEA on Capital Financing Panel to evaluate future funding program options Serving as senior manager on \$200 million forward delivery bond issue to be reissued in November 2007 and settled in June 2008 	<ul style="list-style-type: none"> \$1.3 Billion of toll revenue backed debt, including \$600 million of MTA toll system revenue bonds and \$500 million of TIFIA debt MTA working through a public public partnership with the US State Hwy Admin and MD DOT Preparing for the FCC, a \$6-20 toll on the state controlled express toll road 	<ul style="list-style-type: none"> TIFIA awarded (TIFIA) right to construct, operate and maintain (OT) based on \$1.1 billion bid (\$300MM higher than private construction bid from Conifer) Regional Transportation Commission approves TIFIA Texas Transportation Commission votes 4-1 to accept plan Citi need to serve as Senior Manager on transaction to be issued within the next month



Unparalleled North American Toll Road PPP Expertise

Citi has played a key role in the largest toll privatization projects in North America

SR 91 HOT Lanes	407 Toronto	SR 125 San Diego
<ul style="list-style-type: none"> Riverside County, California 10-year greenfield HOT Lanes in the median of the Riverside Freeway 1994 and 2001 Lead arranger on initial construction financing Bookrunner on \$135 million of wrapped capital markets refinancing bonds 	<ul style="list-style-type: none"> Toronto, Ontario 107 km greenfield and brownfield toll road 1998 Co-advisor to SNC Lavalin, Conry, and Colson Inc. Deposits for acquisition of the C44 billion project Arranged and led senior bridge and hedge facilities Equity support manager for Suncor LC 	<ul style="list-style-type: none"> San Diego, California 13-mile greenfield toll road pursuant to Caltrans PPP Agreement Advisor to Macquarie on the financing of the \$600-million project Arranged and negotiated a \$140 million USDOT TIFIA loan
<ul style="list-style-type: none"> Chicago, Illinois 5-mile brownfield toll road and bridge 2000 Capital markets advisor to Centra-Macquarie consortium for 2004 bid to the City Lead underwriter and swap arranger for \$1.4 billion in financing 	<ul style="list-style-type: none"> Indiana (spanning Ohio to Illinois) 137-mile brownfield Toll Road 1993 Capital markets advisor to Centra-Macquarie consortium for 2004 bid to the State Lead underwriter for the Centra-Macquarie consortium for proposed capital markets taxout financing 	<ul style="list-style-type: none"> Portfolio of five brownfield toll facilities 2000 Advisor and lead arranger of bridge financing used to acquire five operating assets from three different owners Sole manager and sole swap counterparty for nearly \$500 million of permanent financing



FINANCE DISCUSSION Baton Rouge Loop

BR Loop Delivery & Finance

by KPMG

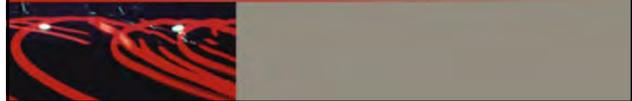


DELIVERY & FINANCE Baton Rouge Loop

KPMG is the top financial adviser in global PPP by volume & value for 2007

By volume		By value	
Rank	No. of deals	Rank	Value (\$m)
1.	KPMG Corporate Finance	17	3,280
2.	Ernst & Young	15	3,192
3.	PricewaterhouseCoopers	14	3,135
4.	Macquarie Bank Ltd	13	2,488
5.	Korea Development Bank	12	2,364
6.	Grant Thornton	11	2,140
7.	Deloitte & Touche LLP	8	2,140
8.	Royal Bank of Scotland Group plc	6	2,121
9.	HSBC Holdings plc	5	2,033
10.	Societe Generale	4	1,809

Source: Dealogic



DELIVERY & FINANCE Baton Rouge Loop

Who are we?

- KPMG's **Global Infrastructure and Projects Group** has acted as financial adviser on over 75 road transportation projects around the world
- Recognized as market leaders in financing **Public Private Partnerships (PPP)**
- **Specific to the U.S., KPMG is the financial adviser to:**
 - TxDOT on their CDA Program & 9 individual projects
 - VDOT (2 projects) including I-495 Capital Beltway
 - INDOT for feasibility analysis of I-69 Evansville to Indianapolis
 - Also, KPMG has performed feasibility analyses in Riverside County, California and is working with HNTB in Utah




DELIVERY & FINANCE Baton Rouge Loop

KPMG is the top PPP financial adviser for deals closed (H1 2007)

By volume		By value	
Rank	No. of deals	Rank	Value (\$m)
1.	KPMG Corporate Finance	13	4,544
2.	PricewaterhouseCoopers	10	3,320
3=	Ernst & Young	9	2,475
3=	Grant Thornton	9	1,876
5=	Deloitte	5	1,854
5=	Opelis	5	1,440
6.	Macquarie	4	1,080
7=	Royal Bank of Scotland	3	1,080
7=	HSBC	3	931
9.	Societe Generale	2	897

Source: UJ Online, 1 July 2007



DELIVERY & FINANCE **Baton Rouge Loop**

KPMG is the top transportation PPP financial adviser for deals closed in 2007

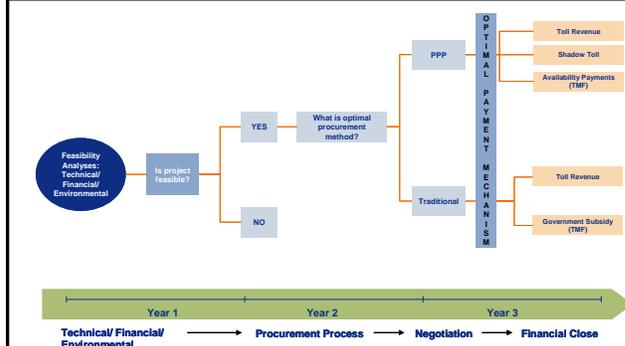
By value	
Rank	Value (\$m)
1.	KPMG Corporate Finance 1,175
2.=	Bank of America 1,080
2.=	HVB/UniCredit Group 1,080
4.	Societe Generale 931
5.	PricewaterhouseCoopers 909
6.	Kagalo 517
7.	Royal Bank of Scotland 445
8.	Calyon 136
9.=	CIBC World Markets 133
9.=	CIT Group 133

Source: UJ Online, 1 July 2007



DELIVERY AND FINANCE **Baton Rouge Loop**

What are the procurement options?



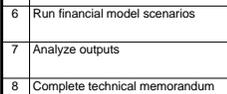
Timeline: Year 1 → Year 2 → Year 3

Process: Technical/ Financial/ Environmental Feasibility Analyses → Procurement Process → Negotiation → Financial Close

DELIVERY AND FINANCE **Baton Rouge Loop**

The Financial Feasibility Process

TASK	DESCRIPTION
1 Meet with team to define overall objectives	Determining the feasibility of the project
2 Define required output for this exercise	Determine how much finance we can raise off the back of the forecast revenues
3 Prepare financial model	Model must be capable of testing different financing/ procurement structures and individual project segments
4 Receive inputs: T&R – equity based Construction costs O&M costs Others costs	Await inputs from technical teams
5 Perform cursory input validation	"Scrub" data for potential errors
6 Run financial model scenarios	Using required subsidy as variable, test loop as a whole & individual segments
7 Analyze outputs	Determine if scope changes or more work on inputs are required
8 Complete technical memorandum	Develop summary of conclusions



DELIVERY AND FINANCE **Baton Rouge Loop**

What are the Financing Sources?

<p><u>Traditional</u></p> <ul style="list-style-type: none"> Tax exempt toll bonds Tifia loans Transportation Mobility Fund TIFs Federal Earmarks Other 	<p><u>PPP</u></p> <ul style="list-style-type: none"> Private equity Private debt (commercial banks) Private activity bonds Tifia Loans Transportation Mobility Fund TIFs Federal Earmarks Other
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DELIVERY AND FINANCE Baton Rouge Loop

Forming Conclusions

- It's currently too early to form any
- Each project is unique and solutions should be tailored as such
- The financing will evolve as project planning and data evolves

Next Steps...



Baton Rouge Loop



WHAT'S NEXT? Baton Rouge Loop



Technical

- Traffic & Revenue Analysis
- Refine Corridors
- Finance Modeling

Communications and Meetings

- AC, SC, & EC Meeting – December 13





**BR LOOP EXECUTIVE COMMITTEE MEETING
December 13, 2007**

URS Corporation, 7389 Florida Blvd, Baton Rouge, LA

SUMMARY MEETING REPORT

The meeting of the BR Loop Executive Committee was held in conjunction with the BR Loop Stakeholder Committee and Advisory Committee.

The meeting was held at the offices of URS Corporation on Florida Blvd in Baton Rouge.

The brief meeting consisted of the following:

- 2007 recap
 - Preliminary traffic modeling results
 - Modifications to corridors
- Brief history of the project and previous Loop studies
- BR Loop benefits
- Process overview and timeline
- Corridor refinement process
- Overview of innovative financing tools available to Louisiana and the Baton Rouge area
- Context-sensitive solutions and opportunities to eave the Loop into the community
- Public involvement overview
- Elected official briefing review
- Preliminary traffic modeling results
- Next steps



December 13, 2007

Joint Committee Meeting
Executive, Stakeholders, and Advisory



Baton Rouge Loop

AGENDA Baton Rouge Loop

2007 RECAP

PRELIMINARY TRAFFIC MODELING RESULTS

MODIFICATIONS TO CORRIDORS



HISTORY Baton Rouge Loop

- Mid 90's - South Bypass Initial Studies
- Late 90's - South Bypass MIS
- 2004 - North Bypass Feasibility Study
- 2005 - Increased Traffic from Katrina & Rita
- 2006 - New Enabling Legislation (TMF & PPP)
- **2007 - Loop Implementation Plan**



INTRODUCTION OF PROJECT Baton Rouge Loop

LOOP BENEFITS

CONGESTION RELIEF

- Choice and regional mobility
- Quality of life
- Regional competitiveness



FINANCING **Baton Rouge Loop**

**NEW FINANCING TOOLS
IN LOUISIANA -- 2006**

Public-Private Partnership Legislation

Transportation Mobility Fund Legislation



ENHANCEMENT OPPORTUNITIES **Baton Rouge Loop**

Opportunities to weave the Loop into the fabric of the community

Planners call this:
"Context Sensitive Solutions"



Landmark River Bridge

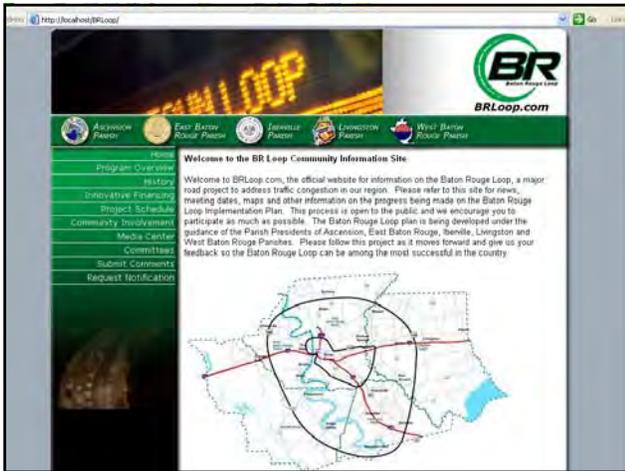


 **You're Invited to a
Baton Rouge Loop
Open House**

**Please join us at the location nearest your neighborhood
to learn more about the plans for the BR Loop!**

September 10	September 11	September 12	September 13
EAST BATON ROUGE BREC Headquarters Building 6201 Florida Boulevard Baton Rouge, LA 4:00 - 7:00 p.m.	LIVINGSTON North Park Recreation Center 30372 Eden Church Road Denham Springs, LA 4:00 - 7:00 p.m.	WEST BATON ROUGE / IBERVILLE Addis Community Center 7828 Highway 1 South Addis, LA 4:00 - 7:00 p.m.	ASCENSION Gonzales Civic Center 219 South Irma Blvd. Gonzales, LA 4:00 - 7:00 p.m.

www.BRLoop.com



PUBLIC OUTREACH SUMMARY Baton Rouge Loop

Elected Official Briefing

- November 27
- U.S. Senators
- Update on Project Status
- Briefed on Financing Options

TRAFFIC MODELING Baton Rouge Loop

Preliminary Traffic Modeling Results

TRAFFIC MODELING Baton Rouge Loop

Key results

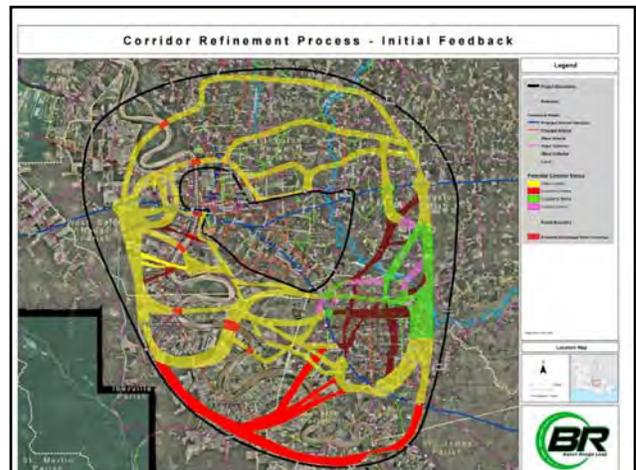
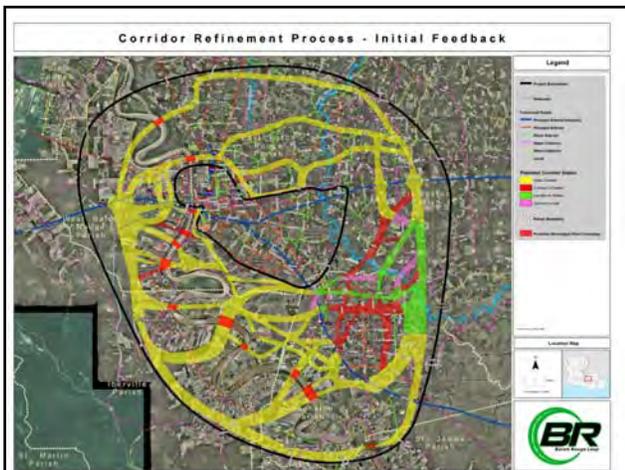
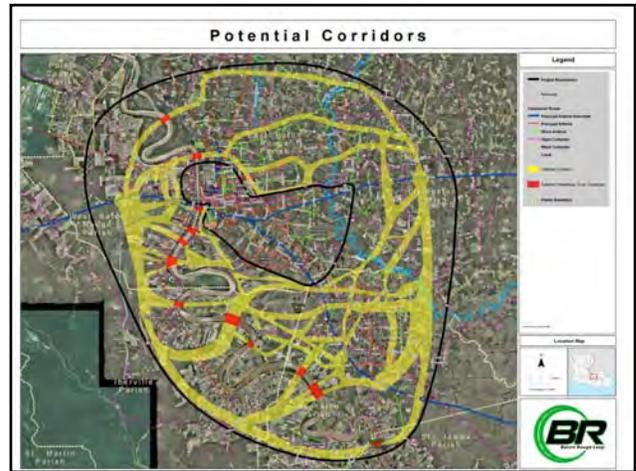
Since the North Bypass Study in 2004, Projected Loop Traffic has increased an Average of **65%**

Early Indications are Tolls will Fund >50% of the Entire Loop (an important milestone)

TRAFFIC MODELING Baton Rouge Loop

Key results

Elimination of Southernmost Corridors

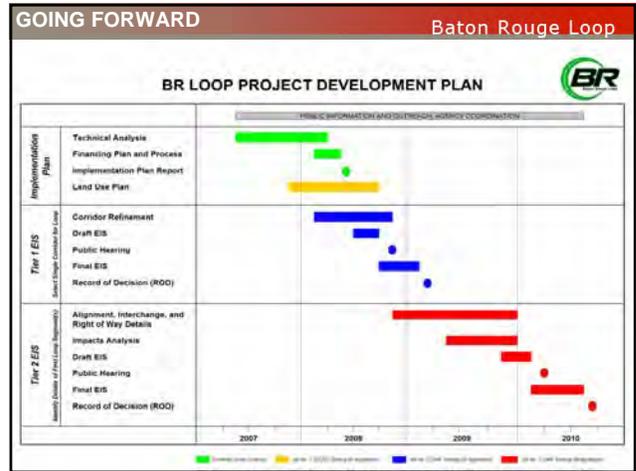


TRAFFIC MODELING Baton Rouge Loop

Why We're Here:

When Complete, The Loop will Save Driving Time in the Region at a Rate of over

6 Million Hours per Year

UPCOMING Baton Rouge Loop

WHAT'S NEXT?

- Compile and Analyze Public Input
- Traffic & Revenue Forecasts
- Refine Corridors
- 2nd Round of Public Meetings



BR LOOP PROJECT DEVELOPMENT PLAN






BR LOOP EXECUTIVE COMMITTEE MEETING

JANUARY 17, 2008

Mayor Melvin L. "Kip" Holden asked that the Parish Presidents introduce themselves for the record.

Riley "Pee Wee" Berthelot, West Baton Rouge Parish President

Tommy Martinez, Ascension Parish President

Mitchell Ourso, Iberville Parish President

Mike Grimmer, Livingston Parish President

Mayor Melvin L. "Kip" Holden, Mayor-President, East Baton Rouge Parish

MAYOR "KIP" HOLDEN welcomed the incoming Ascension Parish President, Tommy Martinez, new member of the organization. This meeting will be very brief. Mayor Holden thanked the parish presidents for their continuous efforts to keep this project in the forefront, and also thanked all of the other stakeholders and members of the various committees for the work that they have done as well. He emphasized that this is a real project and is not a dream or "pie in the sky." The team that was assembled has put forth a lot of work on this project. The project is moving in an orderly fashion. As stated in the last meeting, the project is ahead of schedule. A lot of work is being done on this project in a timely manner. There will be various alternatives and other public meetings. The process is one whereby we are looking at some final routes, get public comment on those, and move forward in order to start the first phase of the LOOP. Lastly, we are thankful that the State of Louisiana has come forward with their four million dollar commitment, both Senator Francis Heitmeyer and Senator Fields worked together to get this money. Mayor Holden thanked Johnny Bradbury, outgoing Secretary of Department of Transportation. Mr. Bradbury was responsible for help in accessing the four million dollars that we will receive as the total authority. We congratulate him for the work that he has done over the past four years.

WALTER MONSOUR stated that later in the meeting he would address three slides regarding the cooperative endeavor agreement as well as the trip to Texas, and how the four million dollars would be used.

MIKE BRUCE stated the meeting would be brief today. ABMB is working hard behind the scenes and is presenting results of that work.

AGENDA

1. Corridor Refinements, the ongoing work as we move forward toward the public meetings that Rannah Gray will discuss. This topic consists of environmental, public input, and input from elected officials. Mr. Monsour will speak on the next phase and the Texas trip.
2. The map of the original corridor was reviewed. There were a lot of possible routes; north, south, east, and west of the central core of the city. Mr. Bruce stated they are working toward eliminating those corridors that are not really feasible.
3. The next map on the screen was shown in December 2007. The red and brown routes that were originally thought feasible have since been eliminated because of traffic impacts, environmental impacts, and impacts to business and citizens. New routes were added i.e. green and purple colors. The new map showed routes eliminated from Ascension Parish, and routes to the south were eliminated. However, some routes look as if they end and go nowhere and do not continue. Some potential corridors end at I-10, and then might be picked up at another location of I-10 for continuation. The corridor furthest right on the map that is going south and ends at I-10; however, the potential is that the route could end there but the rest of the South Loop would pick up at another location on I-10 and continue. As of December 2007 these were all still feasible corridors.
4. A new map is unveiled today. We took the map of the feasible corridors and have eliminated some additional corridors, working mainly in Ascension and Livingston Parishes on the east side of the route; the south and east side. We have basically eliminated several routes going through the northern part of Ascension Parish and southern part of Livingston Parish. We have put in a couple of new routes that follow the La 42 corridor and weave its way up to Livingston toward Walker. This is an important and significant change. It is a big step toward refining the routes. We are excited about it and when citizens get the maps and look closer, they will see that this is pretty significant as we move forward.

Mayor Holden

Question: What would happen with French Settlement and Port Vincent under the new plan?

Mike Bruce

Answer: This particular route totally eliminates any impacts to either of those communities in Port Vincent and French Settlement.

President Grimmer complimented Mr. Bruce for working with them regarding these areas, which are historic areas in the parish and need to be preserved.

Mr. Bruce stated that these areas were eliminated for environmental impact reasons and engineering causes. There will be impacts with this route, which we will try to minimize. While we cannot make 100 percent of the people happy, we would like to make 99 percent of them happy, which is our goal. These maps are included in the packets that were handed out today. Mr. Bruce also stated that most of the eliminations have come in the south and the eastern part of the corridors. He related that all are working very hard at this point in time, in the north and the west to once again take out those corridors that are no longer feasible. The next set of public meetings will be held

in a month and a half and our goal is to have just a few corridors left on this map for citizen's review and comments.

President Grimmer

Question: Ten years from now, do you feel we have expanded out far enough east and west?

Mike Bruce

Answer: There are two factors that we are looking at; one is current traffic and congestion. We are modeling out to 2029, which is 20 plus years to see that we are still satisfying the needs. Mr. Bruce stated that another loop, further out, may be needed by 2029. He feels this loop will satisfy both current and traffic for the next 20 years.

WALTER MONSOUR spoke on a couple of points made by Mr. Bruce. These meetings tend to be short but please understand that these people are working everyday on this project. This is a huge project and they are dedicated and focused. As we have designed this process, what we bring to you, because you are obviously busier than the rest of us, is the culmination of the work that has been done. We try to present you with what we have done as well as the executive decisions that need to be made by this committee.

PRESIDENT GRIMMER stated there have been great communications throughout this committee and ABMB. He is appreciative.

WALTER MONSOUR stated that the Executive Committee will make the decisions and communication is very important. If you are not in at the first, you will not be in at the last. It is not only to explain this project, but also to receive your input and to understand what it would take to satisfy your constituency as well. As you see in the map process, because of the regulations that we must go through, we were forced to put down any potential corridor or prospective route that there may be. We advised everyone that it would be a process of elimination. We are doing that as we should do, because of environmental concerns, social concerns, and every other paradigm that we must consider to be able to come up with an acceptable route.

SLIDES Mr. Monsour explained these slides to the committee members. In the Regular Session of 2007, as Mayor Holden alluded to earlier in his remarks, the legislature gave four million dollars to the project. That is a product of having presented the budget to

the Division of Administration that carried us through the completion of the loop. The City-Parish Government put in two million dollars, the following year we would need four million dollars, and the following year we would need fifteen million dollars, and in the following year thirty-seven million dollars and thereafter it would be approximately one hundred million dollars a year. Further, as a reminder, the money is to come through the State to the Transportation Mobility Fund. The process has been that until the Transportation Mobility Fund is seeded in full that we go annually, and the four million dollars is the second piece of the plan. We are in line, on time and actually ahead of schedule. The four million dollars was a direct appropriation to the Capitol Area Expressway Authority, which is this committee. You have direct control of those funds. It would be a majority vote of the Executive Committee that would determine how these funds are spent; hopefully in consultation with the implementation team, and the recommendations of your technical people who advise you. Because you have no staff, the City of Baton Rouge is willing to offer its finance department and its department of public works, free of charge to the CAEA to be your fiscal agent and your back office technical support, to make sure we comply with all the rules and regulations and the laws for the appropriation that we received. Otherwise, you would probably have to either hire a staff or to contract the work out most likely to an accounting firm to take care of those needs. To that extent, we are willing to enter into a cooperative endeavor agreement between the City of Baton Rouge, Parish of East Baton Rouge and the CAEA to do that. There will be obviously no charge. You will still have direct control of the funds and they will be spent in accordance with law per your directive.

The goal for the four million dollars and specifically the appropriation was to take care of several things:

1. To further the public outreach so that we can continue to communicate with the public at large and get their input.
2. Hire a land use planner to begin looking at how we govern the land in and around the loop to make sure that we are zoning and developing it properly to encourage the revenue base and the use of the loop.
3. Begin the NEPA process. This is what we are ahead of in our timeline. This is an ordinary step, but a necessary step that has to be taken. Initially, we thought we would not begin that process until the third quarter of 2008. However, we are ahead of schedule, we are ready to start, and that money is certainly going to be used for that.

The funds are enough to take care of the above three components. We would encourage you and recommend to you that you consider the use of those funds in that way. Our suggestion is that we will filter up to you, at the appropriate times, the request for expenditures on those funds and for the particular reasons. You will have the opportunity to review them, both individually as well as a body and then make that determination.

The third component of my presentation is going to be the trip to Texas. We have arranged for the five parish presidents, along with some technical support people to spend two days; one day in Dallas and the other day in Austin. We have scheduled and asked the Board members to set aside March 6 and March 7. We intend to meet with total authorities, the North Texas Transit Authority in Dallas, as well as the Total Authority in Texas, both of whom are most recent transactions, both of whom were engaged with KPMG and Citigroup, who are our financial consultants on this project as well. It will be a trip for us collectively to learn the best practices and the lessons learned from what they did. As I said before, our advantage for not having a loop is that we can go cut and paste what other people have done. We will know what hurdles we will have and how best to avoid them. We have the opportunity, the luxury, of being able to ask these ladies and gentlemen what they would do differently if they had to do it today. Now that you see it in action, things look better on paper sometimes than they actually happen. It will be a great trip for us to take. We are in the process of considering other individuals at the state level to take on the trip with us. Each of you will be expected to pay for your room and board from your parish funds for travel. We are trying to arrange for the airline reservations. The hotel reservations are being arranged at this time. We will make all the arrangements for each board member and have an itinerary and an agenda for those two days. Mr. Monsour also stated that the members of the press were also welcome to come on this trip. They would pay for their trip and are more than welcome. This is an open and transparent process. It is a great opportunity for us to understand this major project that we are involved in. He asked for questions.

Question: Do we need a motion on any of these topics?

Answer: Mayor Holden recommended drafting the agreement so all could read. The agreement could then be approved at the next meeting.

Mr. Monsour asked for some indication from the Committee Members as to further consideration of this matter or go another route.

Mayor Holden opened the floor for comments from the parish presidents. He asked for input concerning the use of staff and guidance at no cost to the Committee Members.

President Ourso is in agreement that East Baton Rouge Parish should administer the project and does fully support the agreement.

Mayor Holden asked for a motion.

Mr. Monsour explained and emphasized that East Baton Rouge Parish would not administer, but simply act as the back office. Our finance department will make sure that the invoices are well documented, that the checks are cut timely, that the expenditures are made in accordance with law; however, the Committee Members will direct all these matters. If any fees are required, if there is selection board activity, then the East Baton Rouge Parish Department of Public Works will function in that capacity

and make sure the rules and regulations according to legislation are applied as well. Other than the financial and public works departments, East Baton Rouge Parish has nothing to do with the expenditure of those funds; it would be the call of the Committee Members.

President Martinez stated the Parish Council might have to approve the governmental agreement.

Mr. Monsour stated the intergovernmental agreement is between the CAEA, as a body, and the parish and the City of East Baton Rouge Parish, and would not be made with Ascension, Livingston, Iberville, or West Baton Rouge. He acknowledged that the Committee Members have the authority to enter into this agreement on behalf of the Capitol Area Expressway Authority.

Mayor Holden asked for a motion to enter into an agreement with East Baton Rouge to provide services as needed in regards to the financial side through the Finance Department as well as through the Department of Public Works.

Mr. Monsour stated this motion and resolution could be made contingent on review of the cooperative endeavor agreement once it is finalized, which will bring it back to the Committee Members and allow them to reject it if it is not satisfactory to each member. By proceeding in this fashion, it will give us the head start on being able to draft the resolution, pass it before our Metropolitan Council of Baton Rouge, who would have to authorize Mayor Holden to enter into this cooperative endeavor agreement. This matter is on the agenda for next Wednesday; however, it can be subject to final approval by the CAEA Board. Each Committee Member will have the ultimate decision on whether the agreement is acceptable to each one.

Mayor Holden asked for any questions concerning the motion with the caveats by Mr. Monsour in regards to the opportunity to review the information before taking final action.

There being no questions, motion was made by Mayor "Pee Wee" Berthelot, seconded by Mayor Tommy Martinez that the agreement be approved. No objections.

The agreement is approved.

RANNAH GRAY reiterated that this is the second round of public meetings on the Implementation Plan for the Loop. As you recall, the first round was held in September 2007 with great attendance. Since that time, a lot of potential corridors have been eliminated and refined the Baton Rouge Loop corridor down significantly. We are announcing today our second round of public meetings that will be held. As a reminder, you will have another Executive Committee Meeting the week before these public meetings, so you will see the refinements that take place between the map you saw today and the maps that will be shown at the public meetings.

BR Loop Executive Committee Meeting Summary – January 17, 2008

FIRST MEETING: Monday, February 25, in East Baton Rouge Parish. We are in the same location that we were for the first round: BREC Headquarters on Florida Boulevard, which is a central location in the parish.

SECOND MEETING: Tuesday, February 26, Ascension Parish at the Gonzales Civic Center.

THIRD MEETING: Wednesday, February 27, Livingston Parish at the North Park Recreation Center.

FOURTH MEETING: Thursday, February 28, West Baton Rouge Parish at the Port Allen Community Center.

Ms. Gray stated they have been working with Mayor Berthelot, having held his meeting in Addis in September 2007, so that it was convenient for Iberville Parish.

FIFTH MEETING: Monday, March 3, Iberville Parish Public Meeting at the Plaquemine Civic Center.

This information will be put on the website, sent through the news media in all of the parishes and encourage everyone to inform the public to gain good attendance. This is the final round of public meetings in this phase of the implementation plan.

The time set for the meetings has been from 4:00 p.m. to 7:00 p.m. Ms. Gray stated this worked well last time as people come early who may be retired, etc.

MIKE BRUCE stated they will continue to refine corridors. Traffic and Revenue are working at present and there should be presentations ready prior to the next Executive Committee Meeting. We have drafted up technical memorandums, documenting all the work being done on the implementation plan. Those are being presented internally at this point in time. This information will be presented to the Executive Committee in about 30 days. He thanked the Committee Members for their support.

MR. MONSOUR advised that he would meet with delegates from Lafayette next week. The delegates are in the same process as we are. They are a little behind the Baton Rouge Loop Implementation in their opportunity to create a loop around Lafayette. They asked to meet and compare notes and to discuss and see how and possibly help each one in the legislature as well as in the process. If there are any ideas, comments, or suggestions that we may undertake to better proceed with this process, please let us know. Input and direction from the Committee Members are extremely vital and important to this plan and your information will help us make the appropriate adjustments in how we proceed.

MAYOR HOLDEN asked for questions. There being no questions, a motion was made to adjourn; meeting adjourned.



January 17, 2008

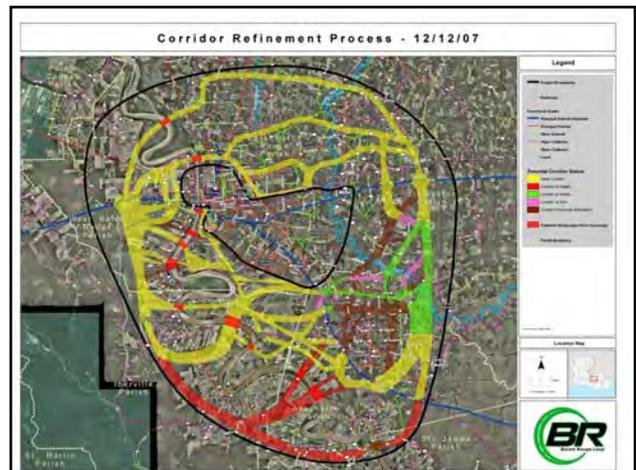
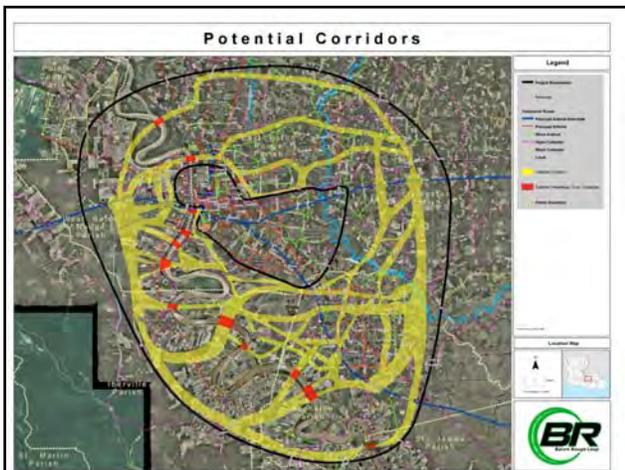
Executive Committee Meeting

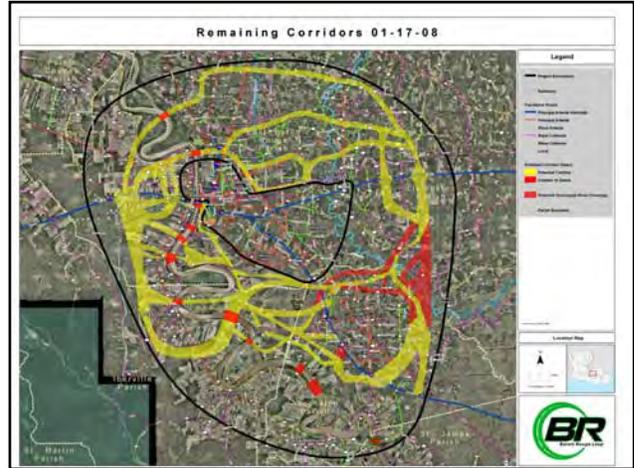
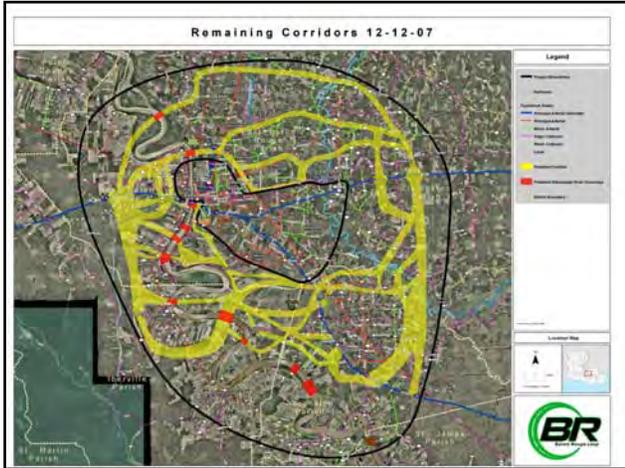


Baton Rouge Loop

AGENDA Baton Rouge Loop

- ▣ Loop Corridor Refinements
- ▣ Next Phase Funding
- ▣ Texas Toll Meetings
- ▣ Public Meetings – Second Round

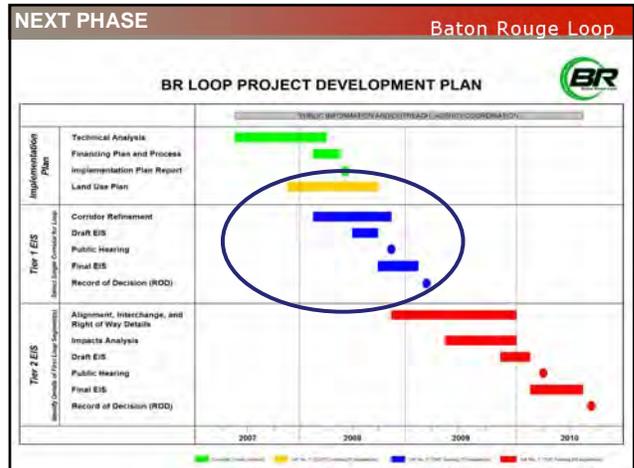




NEXT PHASE Baton Rouge Loop

NEPA (Environmental Process)

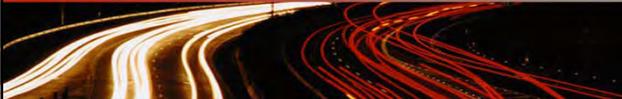
- \$4 Million from State to Toll Authority (CAEA)
- Proposed that EBR will Administer the Project under the direction of the Executive Committee
- Goal – Begin Environmental, Land Use and Public Outreach in Early February
- This is *6 Months* ahead of the Original Schedule

FACT FINDING Baton Rouge Loop

TEXAS TOLL MEETINGS

- March 6th and 7th
- Dallas and Austin
- Meet with Toll Authorities
 - Best Practices
 - Lessons Learned
- Executive Committee and other Selected Leaders



PUBLIC OUTREACH Baton Rouge Loop

PUBLIC MEETINGS

- February 25th – East Baton Rouge – BREC Headquarters
- February 26th – Ascension – Gonzales Civic Center
- February 27th – Livingston – North Park Recreation Center
- February 28th – West Baton Rouge – Port Allen Community Center
- March 3 – Iberville – Plaquemine Civic Center



UPCOMING Baton Rouge Loop

NEXT STEPS

- Continued Corridor Refinement
- Traffic & Revenue Forecasts
- Draft Technical Memorandum
- 2nd Round of Public Meetings





BR LOOP EXECUTIVE COMMITTEE MEETING

FEBRUARY 21, 2008

Mayor Melvin L. "Kip" Holden welcomed the audience to the meeting and asked that each of the Parish Presidents introduce themselves for the record.

Chris Loar, Councilman, Ascension Parish, representing Tommy Martinez

Riley "Pee Wee" Berthelot, West Baton Rouge Parish President

Mike Grimmer, Parish President, Livingston Parish

Mayor Melvin L. "Kip" Holden, Mayor-President, East Baton Rouge Parish

Mayor Kip Holden called on Mr. Walter Monsour to address the Executive Committee.

Walter Monsour announced that the project has continued to progress ahead of schedule with the cooperation of the Executive Committee. There are three topics of discussion for this Executive Committee.

The Texas Toll Meetings

There are four out of five committee members who are committed to the upcoming planned Texas meetings. President Ourso, Iberville Parish, will be unable to attend. We are in the process of finalizing both the list of our contingency. We are meeting with and trying to get the appropriate officials to travel to the meetings, which would be the Chairman of the Senate Transportation Committee, the Chairman of the House Transportation Committee and the new Secretary of the Department of Transportation. There should be approximately 14 people going to the meetings. TxDOT in Austin will address your counterparts, the county judges, as they have them in Texas, as opposed to parish presidents in Louisiana, as well as the Chairman of the House Transportation Committee for Texas and the Senate Transportation Committee and the Director of the State Highway System. They will work closely with Louisiana authorities and there is a lot of information to be gained from those members of the various committees. They visited Florida, Virginia, before they undertook their public-private partnership and their toll authorities. There is a lot of information to be gained from these people. They will advise us on different aspects such as the lessons learned, find out what obstacles

they had and what advice they would give to us. The agenda should be finalized by the first part of next week.

Second Round of Public Meetings

These meetings will begin next week and Rannah will speak to you about this information.

Continuing Refinement of the Loop Corridors

The more important item is the continuing refinement of the loop corridors and there has been a lot of progress in that regard.

The members of our team, KPMG and Citigroup have both worked with Texas officials on their two latest projects. They will also be meeting with us in Texas as well. We will learn the procedures that they went through in order to actually build the loop, and procedures they went through in terms of financing the loop. They will tell us the problems that they incurred that we should avoid and also tell us the best ways to do things. We will learn from them their successes and some of their setbacks. We will be able to glean those and put them into our model and make ours better and faster. Mr. Monsour feels they should get a lot of benefit from this meeting and he was pleased in speaking with the executive director of TxDOT that they are anxious to meet with us, anxious to accommodate us and are looking forward to that. It was the director's suggestion that he match up each counterparts so that you could relate more easily to the concerns, both politically as well as procedurally that you will have to go through.

Question: How many years has the Texas group been on their projects? How many years do they have under their belt with their total authority, etc. since they have been open?

Answer: The Texas Group has been working on their projects for three or four years.

Mr. Monsour stated that the North Texas Transit Authority is the newest one at this time. We will meet with them during our first stop, which is in Dallas. We will meet with TxDOT officials in Austin the next day and all your counterparts there in the Senate and House Chairmen as well.

Question: Is Austin the oldest group?

Answer: The Austin program is called the Central Texas Regional Mobility Authority, which is most similar to the CAEA in that it just opened for business about five years ago. They have had tremendous success in opening their first

BR Loop Executive Committee Meeting Summary – February 21, 2008

section of new toll road in March 2007. There will also be two other authorities that will be relevant as well.

Mr. Monsour reiterated that the group would be studying finished projects. They will look at cars and toll roads. They are also in the process of other projects, too. They have refined their model as they have gone through it. We will see two very significant public/private partnerships with loops in the State of Texas. They have refined their situation to the point now where the public authority is now competing with private partners for the concession, so to speak, on the loop.

Rannah Gray gave a brief update on the public meetings. The second planned public meeting will be held on Monday with the first meeting in East Baton Rouge Parish at the BREC Headquarters. All meetings are being held from 4:00 p.m. to 7:00 p.m. There is a meeting held in all five parishes and have had over a thousand people attend the first round. There will also be a lot of interest in the next meeting. Written comments from the public are taken at these meetings, which are very instrumental in being used by the team as they have developed and refined the corridors going forward. This will be another opportunity for the public to give some very valuable input as we move forward to complete the implementation plan.

Public Meetings

BREC Headquarters
East Baton Rouge Parish
Monday, February 25, 2008
4:00 p.m.

There will be oversized maps of the exhibits of the new refined corridors. There will be an introductory video for anyone who has not gotten some of the background on this project. We will have a lot of information on context sensitive solutions. BREC is bringing some information from their trails program and how to incorporate bike paths and walking trails. Information about the constraints and how we have arrived at the maps that will be shown, and an input station for any input from the public. The value of these meetings is that the engineering team is at the maps and spends a lot of time, one on one, answering questions from the public and explaining how the progress has been made.

Gonzales Civic Center
Ascension Parish
Tuesday, February 26, 2008
4:00 p.m.

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North Park Recreation Center
Livingston Parish
Wednesday, February 27, 2008
4:00 p.m.

Port Allen Community Center
West Baton Rouge Parish
Thursday, February 28, 2008
4:00 p.m.

The first meeting was held in Addis, and the second meeting in West Baton Rouge Parish, will be in Port Allen. We frequently have people who attend multiple meetings and probably will have some Baton Rouge people who come because of the convenience of Port Allen. All citizens are welcome at all of the meetings. The information is all the same that is presented.

There will also be a meeting held at:

Plaquemine Civic Center
Iberville Parish
Monday, March 3, 2008
4:00 p.m.

The news media is invited to help get the word out on these dates and times so that the public is very well aware. It has been advertised in the newspaper. The second round of public meetings represent our beginning the NEPA process, which is a very significant project milestone at this time. The Notice of Intent to begin the NEPA process was published in the Federal Register on February 13, 2008. We are ahead of schedule and beginning this is very exciting progress for the project. Everyone is waiting to see the refinements in the corridors.

Mike Bruce stated that follow-up on the Notice of Intent is a significant milestone. HNTB and URS have been working with the Federal agencies to achieve that goal. This is going to save a lot of time by allowing these meetings being held with the public to count in that official environmental process.

Corridor Refinement

We have been through a process of corridor refinement, which involves taking the original map involving approximately 30 or 40 different segments of corridors and trying to figure out which ones are feasible and moving forward, and which ones are unfeasible and moving forward. We want to narrow those down to just a few routes moving into this set of public meetings.

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The map today shows those routes in red are eliminated and those routes shown in yellow is what is remaining and is moving forward into the public meeting process. As you can see, this is a pretty significant change. We have eliminated more than half of the potential segments going forward. We have two to three alternatives in each part of the loop going around some place. We believe that what is left here is still feasible at this time. They are not final in any manner, shape, or form. This shall be determined in the environmental process as it moves forward, but these are going to be the routes that are considered as we go into that phase. This is that same map with the red removed. It shows what is left on the map. I will detail a couple of them and explain how we got to this point. Several have been eliminated. This is a blowup of the north half of the loop. You can see the red in the Port Allen area, where several of those routes have been eliminated on the west bank of the river because of impacts, environmental concerns, and traffic benefits. Also on the Livingston-Ascension side of the map, east side of the map, you can see we are down to just one or two corridors on that map. We have eliminated a significant corridor that tied into I-12, somewhat to the west of the remaining corridor. This corridor has been eliminated because it did not have as many benefits as the one further to the east of Walker, and it also caused some environmental and impact concerns.

On the north part of the map you can see that we have eliminated a couple of key routes, the most northern route was eliminated, which used to travel between the Baker and Zachary area. After refinements on our traffic analysis that particular route lost too much traffic and did not do enough to relieve congestion from both a bypass standpoint or from a commuter standpoint. That left us with a central route, which went through the center of Central and then a southern route that follows Florida Boulevard. Those two corridors do remain right now. The one that does traverse through Central has been refined considerably. Over the last month-and-a-half, we have been meeting with the Moore Group, which is the official planning group hired by the City of Central. They developed a town plan that includes a town center, etc. We have had several meetings with them and follow-up meetings with the Mayor and his staff of Central. We developed a new route that is now shown on this map that had not been previously shown. This is a modification of our original route. It goes a little bit south of where we had it before, avoids most of the impacts to any of the existing or proposed subdivisions. Also it is a significant distance from their Town Center that is planned. This information will be presented at the public meetings and we will receive input from the public. The purpose of these public meetings is to not only show them these routes, but also to get input from the citizens and reaction to these corridors as we move forward.

The southern half of the map holds some refinements in the Gonzales area, Ascension Parish area, but the most significant change here, in addition to eliminating a couple of Mississippi River Bridge crossings, one that went just north of Plaquemine. It was eliminated because of the impacts. Another sub-

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segment was eliminated that traversed just south of Plaquemine, also because of impacts and concerns with traffic. However, more significantly, we have been working with environmental and subdivision leaders in the Alligator Bayou area and we have determined that the route that traverses the northern half of Spanish Lake needed to be eliminated at this time. This portion is shown in red on the map, as not moving forward into the public meeting process. There are some routes remaining that cut across the southern half of Spanish Lake that still remains as possibilities and they are feasible. We do not know how the landowners will react to these possibilities.

After the public meetings, there will be a follow-up joint committee meeting on March 20, 2008 about a month after that. During that month period, between the public meetings and the joint committee meeting, the engineering team will be taking the input from the public, doing further refinements and will then come to the joint committee meetings and get additional input at that time from the leadership of the loop. At this point, we will take our traffic and revenue refinements and basically come up with what we believe are the final corridor refinements from the implementation plan phase. There may be one route in some places, there may be two in some places, remaining to go forward into the NEPA Phase but it would not be the 50 from the past. Between now and April or May, we will turn in our final technical memorandums to the loop leadership that will outline not only the corridors, which is what I am speaking about, but also, the financial plans and traffic results and all of that moving forward. We have a busy few months ahead of us to package this all together. While that is going on, the NEPA process will be continuing since we have kicked this off on February 13, 2008. This overlaps with the implementation plan and that will move forward going into the next phase of the loop.

Question: Regarding the northern area: When you go down to the second red line, why did we drop so far? We are eliminating that second line, which kind of looks like a natural tie-in. What was the issue?

Answer: The City of Central had numerous concerns with the corridor. We were hitting some subdivisions that had popped up recently. More importantly, we were running through their town center, which had just been developed by their planning group. They expressed strong concerns. We met with them and explained that the geographic reaches of Central are significant as far as the northern part of the parish and it is almost impossible to avoid at least impacting some of Central.

Comment

Chris Loar, Ascension Parish Council Member, spoke on behalf of Parish President, Tommy Martinez. Councilman Loar stated that regardless of which corridor is ultimately chosen in Ascension, we will continue to support this project. We think the benefits far outweigh any potential negative impacts and

BR Loop Executive Committee Meeting Summary – February 21, 2008

we will do what we can to minimize the impacts to those people that are affected. This loop will benefit not only the Greater Capitol Area Region but also Ascension Parish in their growth and traffic needs.

Walter Monsour thanked the councilman for attending the executive committee meeting on behalf of Tommy Martinez, Parish President of Ascension Parish. Mr. Monsour also stated that the committee is gaining support from this project. He spoke with the media earlier and the whole tactic is to have this come to the decision makers from the constituency. Actually, all parish presidents want their constituencies to participate and become part of this whole process.

Texas Trip

Over the next few days, we will formulate a final agenda as well as a list of questions that the implementation team intends to ask. We will send this information to each of you. You will get a briefing book prior to departure to Texas in order that you will be familiar with what we intend to look at and what we intend to take away from our trips. You are certainly more than encouraged to add any other comments or any questions that you may have. This is the trip for all of us to learn all of the things that we wanted to know about a loop and have never been told.

It must be understood particularly in this special session on ethics that the new media has been invited to travel and participate with us while on this trip to Texas. They may be in every meeting that the committee attends and be in every lunch and dinner that the committee attends. That is an open invitation to the media. Secondly, all of us both elected and appointed officials will be paying our own way. This sends a great message at this time while ethics matters are being debated in the legislature. We strongly adhere to open meetings, transparency, and paying our own way.

Mayor Kip Holden asked a motion to adjourn. Motion made by Riley "Pee Wee" Berthelot. Meeting was adjourned.

Rannah Gray stated that updated corridor maps would be posted at noon on BRLOOP.COM for anyone to view them.



February 21, 2008

Executive Committee Meeting



Baton Rouge Loop

AGENDA Baton Rouge Loop

- ▣ Texas Toll Meetings
- ▣ Public Meetings – Second Round
- ▣ Loop Corridor Refinements
- ▣ Next Steps



FACT FINDING Baton Rouge Loop

TEXAS TOLL MEETINGS

- March 6th and 7th / Dallas and Austin
- Meet with Toll Authorities - Best Practices/Lessons Learned
- 4 of the 5 Parish Presidents will Attend
- Invitations Being Coordinated with State Leaders
- Estimated 14 Official Trip Participants



PUBLIC OUTREACH Baton Rouge Loop



**You're Invited to a
Baton Rouge Loop
Open House**

Please join us at the location nearest your neighborhood to get updated information about the Baton Rouge Loop!

February 25, 2008	February 26, 2008	February 27, 2008	February 28, 2008	March 3, 2008
EAST BATON ROUGE BREC Headquarters 6201 Florida Blvd. Baton Rouge, LA 4:00 - 7:00 p.m.	ASCENSION Gonzales Civic Center 219 South Irma Blvd. Gonzales, LA 4:00 - 7:00 p.m.	LIVINGSTON North Park Recreation Center 30372 Eden Church Road. Disham Springs, LA 4:00 - 7:00 p.m.	WEST BATON ROUGE Port Allen Community Center 749 North Jefferson Avenue Port Allen, LA 4:00 - 7:00 p.m.	IBERVILLE Plaquemine Civic Center 24709 J. Gerald Berrut Blvd. Plaquemine, LA 4:00 - 7:00 p.m.

www.BRLoop.com

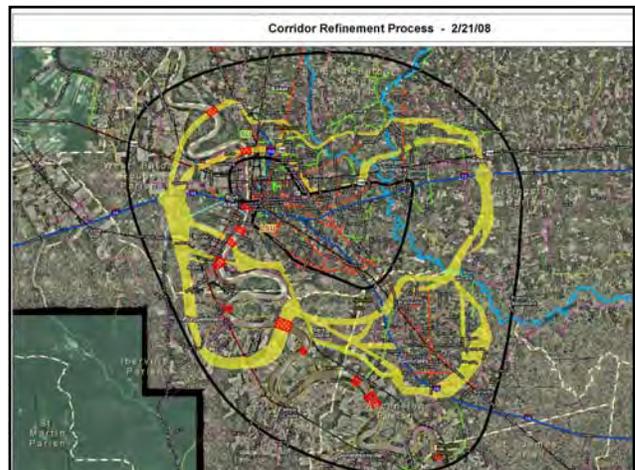
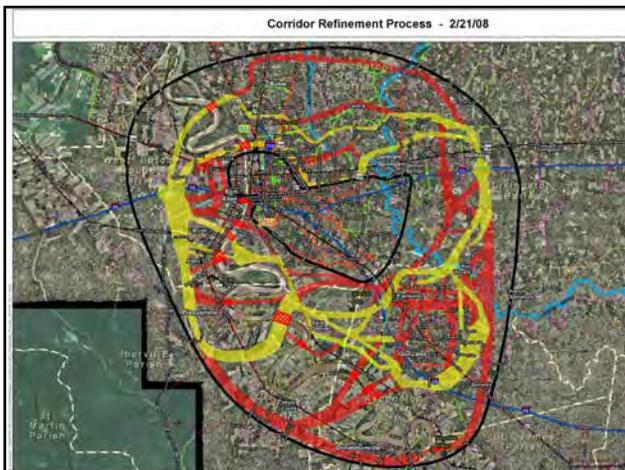
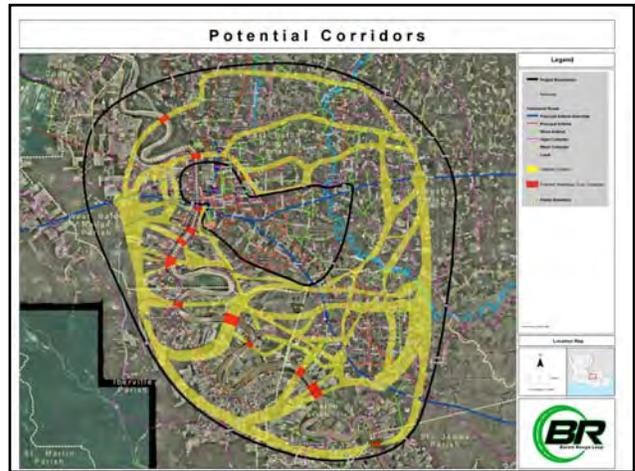


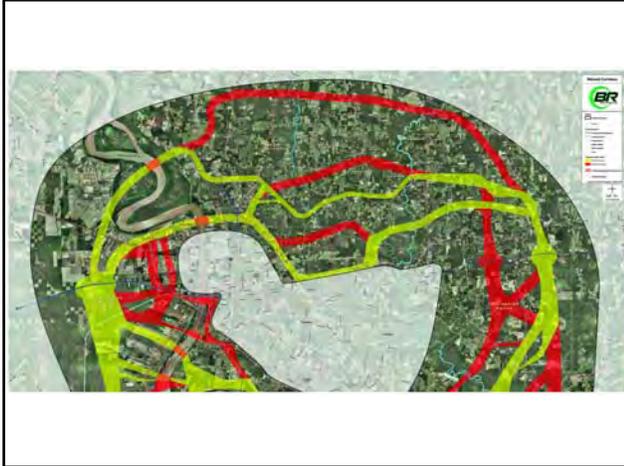
PUBLIC OUTREACH **Baton Rouge Loop**

Federal Register / Vol. 73, No. 30 / Wednesday, February 13, 2008 / Notices 8391

NOTICE OF INTENT

These Public Meetings Represent the Start of the
NEPA Phase - *a Significant Project Milestone*





UPCOMING Baton Rouge Loop

NEXT STEPS (Implementation Plan)

- 2nd Round of Public Meetings
- Joint Committee Meetings (March 20th)
- Traffic & Revenue Refinements
- Final Corridor Refinements
- Technical Memorandums

Baton Rouge Loop



**EXECUTIVE COMMITTEE MEETING
LOOP IMPLEMENTATION
BATON ROUGE, LA**

APRIL 17, 2008

MAYOR MELVIN L. “KIP” HOLDEN called the meeting to order and asked that each of the Parish Presidents introduce themselves for the record.

1. Riley “Pee Wee” Berthelot, West Baton Rouge Parish President
2. Tommy Martinez, Ascension Parish President
3. Mitchell Ourso, Iberville Parish President
4. Mike Grimmer, Livingston Parish President
5. Melvin L. “Kip” Holden, Mayor-President, East Baton Rouge Parish

MAYOR HOLDEN asked Mr. Walter Monsour to address the Executive Committee.

WALTER MONSOUR covered several points with the Parish Presidents and the audience:

1. **A recap of the March 6 and 7 meeting and trip to Dallas and Austin, Texas.**

President Martinez, Holden, Grimmer and Berthelot were on the trip along with a representative from Iberville Parish. It is accurate to report all of us had our eyes opened and had a tremendous confirmation of the process that we have been going through and the results that we can look to. The Executive Committee and Implementation Team felt that both objectives of this loop were confirmed. And the first and foremost was traffic mitigation. There were many instances where 40-minute drives were reduced to 12-minute drives. The side effect of this, one that we have not promoted, because we believe it is a natural consequence, is the economic development piece of the loop. These types of projects are magnets for business development. There were instances where home prices went up, even those that were adjacent to the corridors and had sound walls. Not only was there a rise in prices of existing homes but there was new construction going on at present.

2. **Development between various cities.**

We saw that the development in-between the various cities was such that you could not tell the difference between when you left Dallas and went through three or four communities having the feeling that you were still in the same city. We saw a specific instance in Austin where Dell Corporation left Austin, and came back. They had previously left Austin because of the traffic problems. Then they came back after the toll roads were built, and established what is referred to as, “Dell City.” It was a

magnificent, huge development. Mayor Holden heard the remark that they are now all called, “Dellionaires.” It was very enlightening to us and we learned many lessons. They have experienced some of the same resistance as the Baton Rouge Loop Implementation Plan has experienced because they had to go through the same process. They were very sensitive of our process in that we have to look at 4,000 foot corridors, but explain to the public that those eventually get down to 400 foot corridors. When you shrink 4,000 feet to 400 feet, there is a lot more maneuverability in terms of being able to avoid pockets of resistance, or environmental concerns, or social concerns.

3. **Meeting with the toll authorities.**

We met with the toll authorities and we learned their practices. We were very enthused to have them tell us that we were way ahead of the game that we had the benefit of doing some things and incorporating some technology that they did not have the ability to do when they began their toll authorities. And that they were in the process of doing now, which was going to be a major expense but certainly a most efficient way. We had DOTD with us. We had FHWA with us, and we had the news media with us embedded. And an extremely important thing because none of these gentlemen that serve on the Executive Committee, nor any of us that were on the trip knew the answers or knew the comments that we were going to get. We were looking for a truthful, fact-finding mission, which we did get. The press heard everything that we heard. They were with us constantly, and they reported it accurately. And to that extent, I would like to thank Channel 9 and Scott Dyer for being very good listeners, and reporting and doing a professional job as they always do.

RANNAH GRAY, briefed everyone on the public outreach. The slides that were shown detailed the invitation and the dates for the second round of public meetings that were held, one in each of the five parishes that are represented on the Executive Committee. We had over 2,000 people attend these. They were very well attended. Almost all of the attendees we observed were people who were understandably concerned because they were in the impacted areas within the yellow bands seen on the maps. They were following the process very, very closely. The public meeting process revealed a number of problem areas, which the team has been working on since this round of meetings with the Parish Presidents to try to go back into the maps from the time you saw them the last time and minimize the impacts in those areas. In addition to those public meetings you saw, we have been working with our Capitol Region Legislative Delegation. All of our Parish Presidents on the Executive Committee have been attending smaller neighborhood meetings or meeting one on one with individuals who have particular concerns, and gathering that feedback for the engineering team. Also, the engineering team has been working on an ongoing basis with the Executive Committee to try to get this input in. What you are going to see today is some significant changes from the last maps that were released. Last week, we had a joint meeting of our Advisory and Stakeholders Committee of the Baton Rouge Loop Project. And our process has been since the beginning that this has been a process that comes from the bottom up to the Executive Committee and we take that public feedback, we take it to the advisory, which are the technical experts. We take it to the

Stakeholders Committee, which are the ones who represent the various constituencies in the parish. And they make their best recommendations forward to this Executive Committee so that they can recommend the best potential corridors for going forward. And that is what you are going to see today. At this point, I would ask Mike Bruce to come and walk everyone through the corridor changes in the potential routes and after that you will hear from each of our members of our Executive Committee, each Parish President to talk in a little more detail about what they have been doing since our last meeting, to get us to that point specific to their parish.

MIKE BRUCE, ABMB ENGINEERS, INC. stated that this has been a process where we are nearing the end of the implementation plan. We have about 30 days left in the process and we've gotten to a key milestone today where we think we have identified the corridors that we are recommending to the Executive Committee to go forward into the environmental process. The map you are looking at now is the original map we came to you all with about eight months ago. It shows a bunch of potential corridors throughout the five-parish areas. There are probably 50 different segments or possible sub-segments of routes on this map and through a process of public input, elected official input, the Executive Committee, the Advisory and Stakeholders Committees have all been deeply engaged in trying to refine these and eliminate those that are not feasible. This is where we were a month ago (referring to map). We had revealed this map, which eliminated a lot of corridors. All the red are eliminated corridors that started out as potential feasible corridors. At this time, this is the map we took to the public meetings. We received tremendous feedback, both from the public, elected officials, and others in the process. Today we are unveiling this map, which is what we are recommending as the final corridors to move forward in the process. It is not a final corridor. There are still some alternative routes within this map, but there are very few of them. And we have tried to take into account, not only the impacts to development, but also the impacts to the environment, which we are trying to keep a balance going forward on this project because both of those are critical. Obviously, the more impacts we make on development, the higher the cost would be. Keeping all that in mind, we also had to serve as the original intent of this project, which is to relieve traffic for this region, which is hurting the quality of life, the economic development of this region. A lot of our analysis of these corridors has been based on, "can it service the traffic needs of the corridors." I will go briefly through each of the segments. First, I will talk to you about some of the changes.

West Baton Rouge – One of the key routes that we have eliminated is one that went by the Cinclair Plantation. It had been a feasible route until we finally got to the point where the environmental impacts of crossing the historic property became an issue and there was significant public input about that route. We have developed a new route, which is shown in a thin yellow line on this map in West Baton Rouge that is now the only remaining route in West Baton Rouge that crosses the river in that parish. It crosses just north of Addis, and actually touches Addis on the far west end of Addis. That is one route that is going forward. You can see that the route south of Plaquemine is still a viable route. We consider it a viable route at this time. It is moving into the

environmental process. There has been a lot of public input from the citizens on that, so we carried it forward.

Ascension Parish – Eliminated routes or key routes in Ascension are the LA 42 route and the any of the routes that actually directly impact Spanish Lake. The two remaining routes that are carrying forward are just north of LA 30, or Nicholson Drive and Nicholson Drive itself, which would become a frontage road system around the loop if it were built along LA 30. We then went south of Gonzales and followed the route that we worked with the Parish President and the residents of that to minimize impacts through that parish.

Livingston Parish – And working north toward Livingston Parish, we worked with the Town of Walker. We worked with President Grimmer closely on that entire route, and once again taking a lot of public input. There was a lot of public interest in there. We worked through a route that we think satisfies most of the interests. We are not going to satisfy everybody but we are trying – and carries that route onto the north. Two key changes in the East Baton Rouge Parish and Livingston Parish on the north were the elimination of a route that followed Florida Boulevard. The more we looked at that route, the more difficult it became from an impact standpoint. In some further traffic analyses and financial analyses, we did put back a route that had turned red. And that was the route that was on the most northern border of the study area. That route is now put back in. We think it is a feasible route going forward. A further financial analysis will take place in the next phase. The Parish Presidents will give their comments on behalf of their parish. The map you are looking at now is kind of a blow-up of the East Baton Rouge area.

1. PRESIDENT RILEY “PEE WEE” BERTHELOT, WEST BATON ROUGE PARISH – West Baton Rouge Parish, like many of the surrounding parishes that are in this loop program is experiencing a lot of growth and I think this project is something that we have been looking at; not particularly this committee, but several committees over the last 35 years or so. I think now is the time for us to do something. We need to take some action on this project. We have had some concerns about particular properties like the Cinclair property that was eliminated. We have met to try to work these things as painless as we could. We met with the engineering group, Steve Wallace and Mike Bruce, and Ms. Rannah Gray and Craig Gardener. These people have come to our parish. They rode in their vehicles, we looked at maps, and we got the mayor of Addis involved. I tried to get the mayor from Brusly involved; however, I believe he was on a long trip. We’ve met with everyone we could to try to get input. My door has always been open for comments and questions. We addressed some of these questions at one of the parish council meetings and we do listen to the concerns of the people but we need to find a way to make this loop work. While we are committed to do that, we have also tried to minimize the impacts where it could cross. It is a hard decision, particularly when we have to relocate people out of their homes, but this is a project that we need to step up to the plate and make it happen. I do not think we

should leave this on our grandchildren's shoulders to bear this burden. I think we should step up and do this now.

2. PRESIDENT MITCHELL OURSO, IBERVILLE PARISH Around a year ago when I was included into the loop project, and the first thing I want to say is that I am all for East Baton Rouge Parish, Livingston and Ascension, and West Baton Rouge for the immediate problem from 415 to get to Livingston Parish to the 10-12 split, there is a traffic problem in that area. I agree fully with this committee that crossing that Mississippi River Bridge, heading east and west is a big, big nightmare. This is an engineer disaster that I-10 runs from Jacksonville, Florida to Los Angeles, California and whoever designed that should be handcuffed when you get to Baton Rouge, Louisiana, and you bottleneck. We need to give a medal to whoever designed that fiasco with the Mississippi River Bridge. I am all for that aspect of this committee. However, as getting into this committee, Iberville does not have a traffic problem south of Addis here in Plaquemine. My traffic problem is caused by Ascension and East Baton Rouge on LA 30, Bluebonnet Extension opened, and the casino is coming that way. LA 30 on the east bank causes me a lot of problems. I have done a little research and if the press wants to look at this after the meeting is concluded, I will be glad to give it to them. Currently, from St. Charles Parish headed north up the river going towards Baton Rouge – and I will start at the Luling Bridge, and it is in St. Charles Parish and was built in 1983. It connects Destrehan and Luling. This is bridge number one. We move a little farther north and we have the Lutcher Bridge that was built in 1989 and it connects St. James and St. John Parish. Then we have the Sunshine Bridge in St. James Parish that was built in 1963 and it was revamped in 2004, and you have a milder St. James Parish at the bridge on both sides before it gets into Ascension Parish. Then Old Iberville is skipped. Old Iberville is skipped. In 1968 the I-10 Bridge was built to connect East Baton Rouge and West Baton Rouge. In 1939, the Old Baton Rouge Mississippi River Bridge 190 was built and in 1989 it was revamped. As we currently move on to this project, there is an Audubon Bridge being built to connect New Roads and St. Francisville together. Now, am I going to be singled out here, and I am for the traffic problems here in Baton Rouge. I do not want my parish to be singled out here without the consideration of a bridge south of Iberville. President Ourso displayed records from DOTD on the outages of the ferry, the mechanical breakdowns, the fog delays and Coast Guard inspections. He could not say how old the ferries are that the people have to fight. He also stated there are two prison systems in East Iberville, LCIW and Hunt Correctional. There are 4,400 prisoners there on LA 30 and 750 state employees. There are eight chemical plants in East Iberville. I have the second largest petrochemical industry with Dow Chemical in Iberville Parish. There is a billion dollar Shintech Plant, a Georgia-Gulf Plant on the west bank and there may be another billion dollar plant in Iberville dealing with DED. I am here to ask of you to please consider – Baton Rouge, West Baton Rouge has two bridges already. When President Ourso was in West Baton Rouge, he stated he had two love notes left on his car. He was in West Baton Rouge Parish at a local restaurant. The notes stated that, “We feel that the crossing south of Plaquemine will meet the needs of the five parish area, while allowing the Brusly-Addis area to maintain its current trend and growth in development as acquired safe residential community. Lifelong and new residents alike

are not in favor of our children playing in their backyards or attending school in the shadow of such a proposed super structure.” These people in West Baton Rouge are supporting – there are two bridges there and I would like for Iberville to be considered as a proposal for this bridge to be built. If this bridge is built and this loop continues; then my parish, my east and west bank will never have an opportunity to join together because I will never have another opportunity to put my parish together. This is my last shot. I am term limited. I will do everything that I can to make sure that we get an equal and fair shot at this bridge. Again, I want to commend Mayor Holden for including me into this. He stated that this was not a study, but the implementation. This is one of the fastest things that I have seen moved in a long time, and again, I understand the traffic problems in Baton Rouge and it certainly should be addressed and I am 100 percent for that. Iberville needs to get a fair shake at a potential bridge if one is built here and that is exactly why I am here in this Loop Committee.

3. PRESIDENT TOMMY MARTINEZ, ASCENSION PARISH stated he echoes President Ourso’s concern regarding Highway 30. He is glad for the opportunity to have the input that they did to take this route out of the most congested areas and the fastest growing areas in Ascension Parish. He is agreeable with the route up to a certain point to Highway 61, which would take them to Sorrento. There is an abandoned rest area where the interchange could be done. He talked about it with the engineers; however, the only area he is concerned about is the area from Highway 61 to LA 42, which goes through St. Amant. There is some tweaking there that we can do. I think there is enough area in the yellow line that can allow for some adjustments to make it work. He stated in one of the previous meetings that this is the third loop committee he has sat on. The loop is long overdue and relief is needed for Ascension Parish. When one leaves Ascension Parish and drives the interstate, there are many accidents almost daily. Traffic is backed up and slow-moving. There is a time constraint when commuting from Ascension Parish to downtown Baton Rouge, and takes them from 45 minutes to 1 hour and this is on a daily basis. Something needs to be done and hopefully this process can be continued. He expressed a few concerns he will discuss at a future meeting with Mayor Holden and Walter Monsour. He would like to get some answers to the CAEA Committee and the Loop Executive Committee to see how to interact to better understand the process. He wants to know who would have the jurisdiction in certain areas and how the CAEA would be comprised in the future. He stated a lot of progress has been made. He also stated he came in late after the meetings were being held; however, has received probably more e-mails than any of the other five parish presidents. There are some citizens present today who sent e-mails and were instrumental – it didn’t make sense to cross Spanish Lake or go through subdivisions that were established. He still needs to meet with the planning commissions to make sure that the potential route that subdivisions have not been approved in that area. Overall, the trip to Texas was an eye-opener. He understands the concept and they all understand the need for the loop. He commended the Executive Committee, Mayor Holden and his Council for putting up the initial seed money for this project.

4. PRESIDENT MIKE GRIMMER, LIVINGSTON PARISH He has attended numerous meetings in his parish, probably 16 or 17 public hearings and not only the

public hearings held at North Park but he has visited with citizens who have invited him to speak. This is not about business development to me. That will come. That's not one of the things that we are trying to push up front. He states that while they are not Austin or Dallas, they cannot continue to hide our head in the sand as we have done for the last 30 years and act like we don't have a traffic problem. I get e-mails from Ascension, West Baton Rouge and e-mails from a lot of people that just say, "Heck with Baton Rouge. It's their problem, let 'em lay in it." But unfortunately that is not the reality. It is not a Baton Rouge problem. Seventy-five percent of the people that work in my parish leave my parish to go somewhere. They go through Baton Rouge, Ascension, go to petrochemical. There is a group, which he calls the, "Steve Stafford Plan," in our parish that says what needs to be done is widen I-12, widen Florida Boulevard, and widen Walker South. This is a great plan. He has lived on I-12 and loves the people that say, "Well, how would you like it coming through your backyard." Well it did come through my backyard – I-12 – I lived directly on I-12 and it took family property when it came through in 1978. There has not been one improvement for capacity in Livingston Parish on I-12 since 1978. We can continue to say, "We don't need a loop or we don't need to do something with traffic problems." We can continue to pay 40 cents a gallon and ask the state what they are doing and what the Federal Government is doing. And we would get the same results that we got for the last 30 years. What we need to understand today is we've all met in our neighborhoods and not everybody is going to be happy. I am looking for minimum impact just like all the others. We have been put in the fast lane to try to make something happen quick and I am still on board and still intend to run the gauntlet as far as we possibly can. But I don't think as a region that we can sit and say we don't have a problem. The scary thing is in the next two to three years they are estimating another 35 percent increase in truck traffic. What I tell the people in my parish, "The next time you come to a stop on I-12 or I-10, just look behind you in your mirror and what is coming on and look at the trucks. You cannot blame it all on the trucks, but they are coming, they are getting more, and it is getting heavier. I have watched traffic back up from the Amite River to Denham Springs, from Denham to Juban, from Juban to Walker, from Walker to Satsuma, and I estimate in our parish by the end of this summer, traffic will be backed up to Livingston. That is several miles through the heart of our parish that traffic is backing up and getting worse. So I don't think we can take the attitude of "not in my backyard, it needs to go somewhere else." And I do get a lot of those e-mails. I do want to say that I am for moving forward. I will be first guy to say we're pretty progressive in Livingston Parish and we're going to continue to be, but I'm not for running over our neighborhoods, not for running over graveyards and Baptist churches. Now that we have narrowed this down from 4,000 feet to 400 and kind of have a corridor, we are not ready to push the panic button. I tell my people all the time, "I'll let you know when to push the panic button." We are not there yet. We will work from now until the end of the year before it would be the panic button. So I will spend a lot more time in the backyards and in meetings and in congregations that want to call me together to talk about the loop. I will spend a lot more time trying to refine that 400 feet to try to do minimum impact. All of us have certainly a great reason to be concerned. We can call it, "Environmental," we can call it, "Not in my backyard," we can call it, "We just don't want it," but unfortunately, we can't live with that. These guys here will

be retired or retired in the next few years or the years to come, but our kids and our grandkids are going to have to put up with what we set up here for 30 years and did not do. I think it is important that we do something. What I ask you to do as a group and as people in the community is quit shooting the fiery arrows. Just try to work with us. Try to talk to us. That's the reason I go to people. That's the reason people call me. I have met with thirty, I have met with three hundred. We will continue to do that and continue to try to narrow this thing down to where we think we can live with it. At the end of the day we hope we disturb no one but we know that is not a reality. But I am easy and quick to say, when they say, "Well, by George, if you had it through your backyard," well I-12 is there. And I have lived with it and I've adjusted to it. And people that come into Baton Rouge drive through my backyard. But what we need to do is to work together. We don't need to be out here fist fighting. We don't need to be having this little group and that little group. We need to come together and see what we can do to mitigate traffic. What I saw in Austin and Dallas was awesome. And the fact that I watched them move 1.2 million cars in a day was just unbelievable. But again, I know we're not Austin and I know we're not Dallas. And the last pitch, I-49 has about 600 million dollars on that project with a traffic count of about 26,000 cars. I'm sitting on I-12 with right at 100,000. People are sitting on I-10 with probably 100,000 there. We have 100 million dollars for I-12 that will get us from O'Neal Lane, we hope, to the Amite River. That is what we've gained in 30 years and that's not done yet, and the next 30 years we're going to gain even less. So what I am asking you to do is – community folks, you need to be concerned. You need to keep an eye on it. You need to be with us. You need to study and you need to ask questions. And we need to try to provide for you answers the best that we can.

5. PRESIDENT MELVIN L. "KIP" HOLDEN, EAST BATON ROUGE PARISH thanked all the parish presidents for their presentations and thoughts as well. He wanted to at least get some clarification on a couple of things. Walter Monsour and I have made it very clear that the governing authority for the loop will be the five parish presidents. Each with a single vote and we will make that clarification again and do whatever we need to do to make sure we honor that commitment that we come to the table as a team. I had to laugh a little bit with my buddy, Martinez, who was talking about starting a little late on the Executive Committee. I do research on people and I found out he was a day late from his due date when he was born. Let me just say, "We have worked very hard." This team has worked very hard; the committees have worked very hard to try to get some things done. We've come a long way in one year – a long way in one year because we did say this would not be a study, it would be an implementation plan. We developed a plan from moving from Baton Rouge forward to both, not only Baton Rouge, but the other parishes impacted by the traffic. We developed a plan to move the loop forward, both in construction and also in determining available financing. I want to tell you that this project moves forward now to the very important environmental phase to refine the corridors even further. And as they have said, "Yes, there have been some who have cried out," about the routes. But we have listened to a number of people, we've looked at the environmental impact statements and we now have refined those routes. But as I go back through the meetings that we have had over the past several months, let me again recall the words of a council

member from Ascension Parish, Chris Loar, first term council member. He said to everyone in this meeting, "I will be impacted on the back side with my business and on the front side with my home, but I firmly believe that we have to move forward and make this happen." And that is the attitude I think that should be the prevailing attitude when you look at this loop. People now say, "If I would've just done it 20 or 30 years ago, these problems would all go away. We wouldn't be facing this today." And now I don't want to be in a position to say, or have somebody say 20 years down the line, "If you all would've just done it 20 or 30 years ago, we would not be confronted with this problem today." The problems that we are confronted with are very real. Yes, we are talking about homes. But economic development is one of the by-products. And when you study anything along the lines of economic development and you ask a company, "What brings you to an area," infrastructure is always ranked in the top five – infrastructure. Walter told the story very eloquently of Dell. They moved a portion of their operation to Nashville, Tennessee because they did not have a road, but yet by building that road it brought it back. And this is not just about business but homes, and acreage; fifteen thousand initially per acre, almost a half million dollars now per acre. Three hospitals came up in the same region. Businesses are on both sides of the interstate or the loop. And what we are watching now is a matter of will and determination. The will and determination says to those with a vision, "You can't sit back anymore and be a quarterback on the sideline." The vision of the people say, "If we're gonna move forward, we have to incorporate new ideas to take care of increasing problems." The apathy says, "Let's just leave things the way that they are." But the empathy says, "I have to put myself in somebody else's shoes to make a difference." The sympathy says, "Why don't we just widen the interstate?" But reality says, "You can widen the road but the traffic problems don't go away." The Texas experience said, "By building a loop, we now have taken the congestion off the interstate." The two go hand in hand. But you know what we did collectively, we listened to people. We went where people have done this before and we watched the results. And they tell you that there were comments out there about building an upper deck. Now it is cost prohibitive to build an upper deck. But in one area of Texas they said very clearly, "It would take us two decks in order to get traffic moving." We cannot afford it. Ladies and gentlemen, if you look at what is going on now with Federal highway funding that money is being zapped as we speak. And so it behooves us to look at a public-private partnership to make this process work. Do we have the vision? I say the majority of the people in the five-parish area have the vision. When I heard my friend talk about how much traffic now he is facing, and when you look at our interstate system whereby it used to be prior to the storm, in the morning time the traffic was one way; in the afternoon one way out. Now you look at the traffic in our region and it is really jammed on both sides, regardless of the time, regardless of the hour. Let me again emphasize economics. We learned in Texas for an 18-wheeler to gear down to a stop, costs \$17.00 in time and fuel - \$17.00 in time and fuel for an 18-wheeler to gear down. So we are now looking beyond our own areas to say that if we have commerce flowing, it has to be free-flowing commerce so those goods can travel from one state to another state. We've done some refinement. We've looked at Hoo Shoo Too and looked at the environmental problems. We looked at Central and consulted with the mayor and others about a route there. We have worked hard to try to develop a plan to proceed.

And now we are seeing where the latest traffic models still indicate that in spite of some of the routes being removed (some of them) that it will have a tremendous impact on the congestion that we have. I believe it is in the best interest of all of us to move forward. It is in our best interest. And sometimes you take criticism but that is okay. Because when you stand up and when this project is completed, in the long run, those who are out there everyday facing these problems, looking at these problems will be the ones who will be on right side. And so I suggest to you that jointly we should move forward. Jointly, we have to make a difference in the quality of life, and jointly as a team of parish presidents we are together to make things work. And all of us stand firmly in sending a message across the state and this nation that we are a new region headed in a new direction. So again, I would like to thank my colleagues for this time. I thank the various committees who have worked and thank our consultants for their work. And we want people to know there is hope and, yes, because of our determination, there will be a way. Thank you.

MIKE BRUCE, ABMB, stated that the partner firms, **HNTB** and **URS** have been involved in several studies; south bypasses, north bypass, loop studies in the past 20 years. And as we got into the heat of the discussion, as we got the negativity as it began to peak, the political will was not there. And those studies basically did not go forward. The five of you have shown the leadership that we really appreciate as your consultants to keep this thing going through the heat. Our guess is we have turned a corner. We have actually had two positive letters to the editor in the past couple of weeks, which is pretty rare. We are happy to see that we are getting some very positive feedback right now and we still believe that most of the people in this area firmly believe that you all are doing the right thing. That is what we are hearing.

MITCHELL OURSO, IBERVILLE PARISH PRESIDENT added a comment stating that the five-parish presidents have to deal with where the yellow lines are run. However, in the refinement process for the next few months we need to work extremely close with the people that we are going to impact, if any, and work with you guys extremely close. One of the things that I do hear, and you do try to answer my e-mails, and I know I send you a lot because people are asking me questions. We need to try to get answers for those who do have those questions. If we can work at that for the next few months, I think that the gunfire will be probably a little bit less. But we are a long way from being where we need to be.

MIKE BRUCE, ABMB agreed that the finished plan won't be here until probably the end of the year at the earliest, moving into the environmental process. There will be further refinements. Some of these lines will still shift a little bit, hopefully shrink down a little bit to meet those needs as we get into the weeds of this issue in trying to ascertain the right answer is the bottom line. I want to finish up by saying what is left in the implementation plan is about a month's worth of work. The big effort right now is the traffic and revenue analysis, which is underway right now, heavily. That will be reported out around May 15, and a group of technical memorandums, which will include all of the analysis of the corridors to this date and how to get to where we are

today. We will also include environmental studies and the financial analysis and results of that. That will all come up in the next 30 days. That is pretty much all I have.

RILEY “PEE WEE” BERTHELOT, WEST BATON ROUGE PARISH PRESIDENT stated to President Ourso to let him know that West Baton Rouge Parish wholeheartedly supports the alternate route through Iberville Parish. We have no problem whatsoever with that. The other thing is that a lot of other people compared the loop in Houston, in the diamond to the loop in Houston on the Beltway 8, as compared to the loop we are proposing.

MIKE BRUCE, ABMB, stated they would prepare a map and actually prepare that map to show the difference. Our pending loop is probably three times the diameter of the outer loop in Houston. We have a very large loop. People have asked to push it out further. We have already pushed it out to its limits and still are able to satisfy the traffic goals of the loop. It is very hard to push it much further, obviously tweaking is going to take place. However, it is significantly larger than any of the loops in Houston, and we will prepare that map for you.

Question: During the next process are we going to be holding another series of public hearings?

Answer: Yes. There actually will be another series of official environmental public meetings that are following Federal requirements.

MITCHELL OURSO, PRESIDENT, IBERVILLE PARISH stated there was no professional harm meant on that comment that I made pertaining to West Baton Rouge. I will say this, in the process of this whole loop, everyone knew there had to be a bridge. I stood out firmly in the beginning of this project and said, “I would entertain a bridge here in Iberville Parish and I didn’t hide anything from anybody that I would support a bridge in Iberville Parish.” And this will be the only thing that I will support – a bridge in Iberville Parish.

WALTER MONSOUR, stated in order to conclude – this last slide shows you where we are going after the implementation plan has been delivered, which as Mike Bruce stated, “Is about a month away.” We have secured in the last legislative session of ’07, the regular session four million dollars to go forward with the next phase, which is the environmental clearance, the Tier 1 study as well as the Tier 2 study. And what is not on this map is that _____ project. We expect that all will be concluded within the next 45-60 days and we will have whomever is going to go forward with the Tier 1 and Tier 2 EIS Studies as well as the land use plan will be on board and moving forward there. The last thing that I would like to say if I may with your permission, make some editorial comments as well, particularly with what President Grimmer said. I, too, back up to Interstate 12. My property values have gone up 10 times over the last 15 years. The sound wall was not there until the last two or three years and it certainly helped my living conditions, but again as we saw in Austin and in Dallas, these projects do not diminish property values, they elevate property values. We saw property values go

from \$1,500 an acre to \$500,000 dollars an acre. To elaborate a little bit on Mayor Holden's comments – the projections we saw about Texas DOT: To elevate an interstate, 4X. If it's 25 million, you can depend on it costing 100 million to elevate. The last thing I would say to elaborate a little bit on what President Grimmer said is that widening I-10 and widening I-12 is going to happen regardless of this loop. This is not in lieu of that. But you can widen it all you want; when there is an accident on I-10 and I-12 you've got a parking lot. If there is not an alternative route, you've got a parking lot. There are 800,000 people in the Capitol Area Region. These five gentlemen represent roughly 800,000 who live here and use the interstate. I don't think in our wildest dreams that the resistance accounts for more than 3,000 to 5,000 people. This is a country of majority rule. The math tells you 800,000 trumps 5,000. We have, to my knowledge, never seen five parish presidents who are used to competing against each other, come together as one. And clearly, these five gentlemen that I've witnessed have not always agreed on everything, but they've been able to work their differences out and they've been able to move forward helping each other. From a personal note, I want to thank you for having the guts and the vision to do what you are doing. Whenever you leave office, if you have no other legacy, it will be that you did not shy from tackling the problems that have existed here for years. We don't know what the outcome is going to be but you can't receive a phone call if you don't have the phone. And you can't build a loop if you don't have the guts and the vision to do it. The implementation team has worked quicker than anybody could possibly imagine. They've been responsive. They have been extremely great to work with. So wherever this goes, I can only say that it has been a pleasure to have been involved in the process and I hope you continue to move this forward. Thank you.

MAYOR MELVIN L. "KIP" HOLDEN adjourned the meeting.

/st



April 17, 2008

Executive Committee Meeting



Baton Rouge Loop

AGENDA Baton Rouge Loop

- ▣ Texas Toll Meetings Update
- ▣ Public Meetings – Second Round
- ▣ Loop Corridor Refinements
- ▣ Completion of Implementation Plan
- ▣ Next Phase



FACT FINDING Baton Rouge Loop

TEXAS TOLL MEETINGS UPDATE

- March 6th and 7th / Dallas and Austin
- Met with Toll Authorities - Best Practices/Lessons Learned
- All 5 Parishes Represented
- DOTD and FHWA also attended
- Local News Media Traveled to Dallas & Austin to Cover



PUBLIC OUTREACH Baton Rouge Loop



You're Invited to a Baton Rouge Loop Open House

Please join us at the location nearest your neighborhood to get updated information about the Baton Rouge Loop!

February 25, 2008	February 26, 2008	February 27, 2008	February 28, 2008	March 3, 2008
EAST BATON ROUGE BREC Headquarters 6251 Florida Blvd. Baton Rouge, LA 4:00 – 7:00 p.m.	ASCENSION Gonzales Civic Center 219 South Irma Blvd. Gonzales, LA 4:00 – 7:00 p.m.	LIVINGSTON North Park Recreation Center 30372 Eden Church Road Dunham Springs, LA 4:00 – 7:00 p.m.	WEST BATON ROUGE Port Allen Community Center 749 North Jefferson Avenue Port Allen, LA 4:00 – 7:00 p.m.	IBERVILLE Plaquemine Civic Center 24700 J. Gerald Bernal Blvd. Plaquemine, LA 4:00 – 7:00 p.m.

www.BRLoop.com

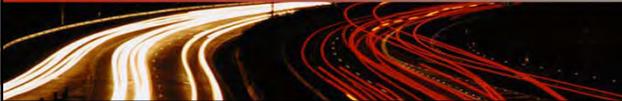


PUBLIC OUTREACH Baton Rouge Loop

Federal Register / Vol. 73, No. 30 / Wednesday, February 13, 2008 / Notices 8391

NOTICE OF INTENT

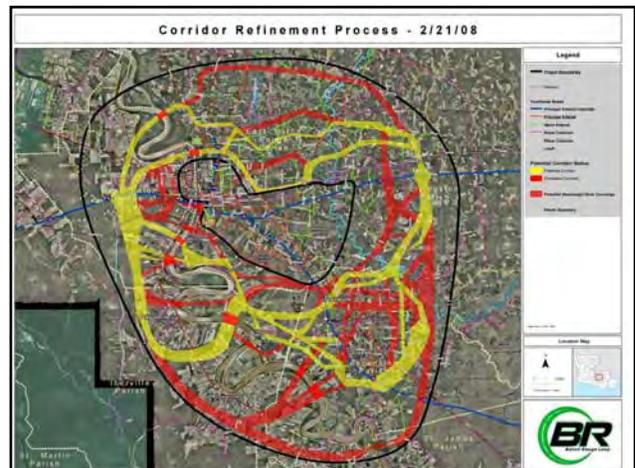
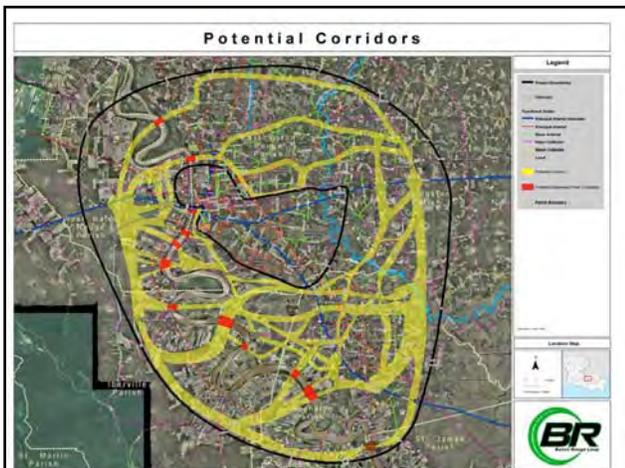
These Public Meetings Represent the Start of the NEPA Phase - a Significant Project Milestone

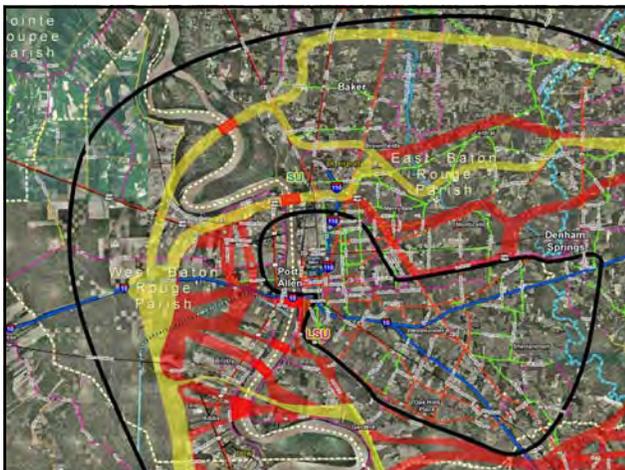
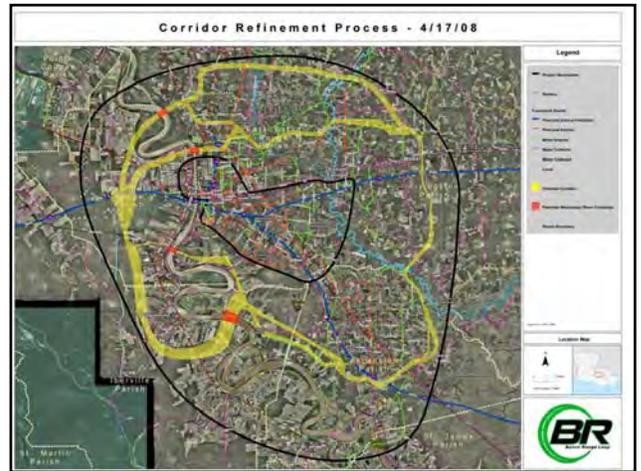
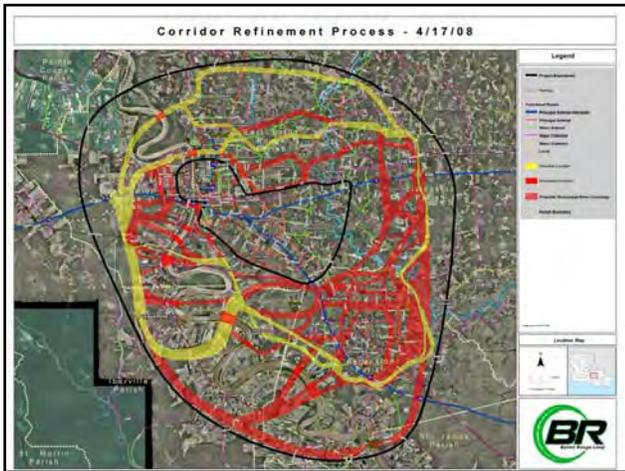


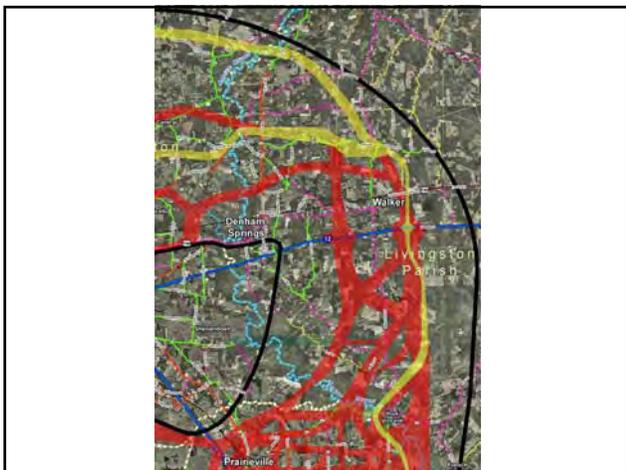
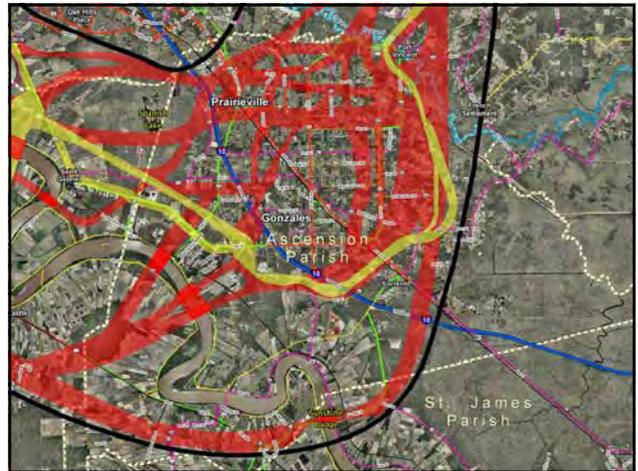
PUBLIC OUTREACH Baton Rouge Loop

Public Meetings Summary

- Over 2,000 Attended
- Most live within potential corridor bands
- Problem areas revealed
- Other meetings: Legislative Delegation, Neighborhood Associations, Individual Meetings







UPCOMING Baton Rouge Loop

Completion of Implementation Plan

Traffic & Revenue Refinements

Technical Memoranda

Submit On Schedule (May 15, 2008)



UPCOMING Baton Rouge Loop

Next Phase – Environmental Clearance

Tier I EIS (12-18 months)
 Select preferred corridor

Tier II EIS (12-18 months)
 Select preferred alignment



CLOSING REMARKS Baton Rouge Loop

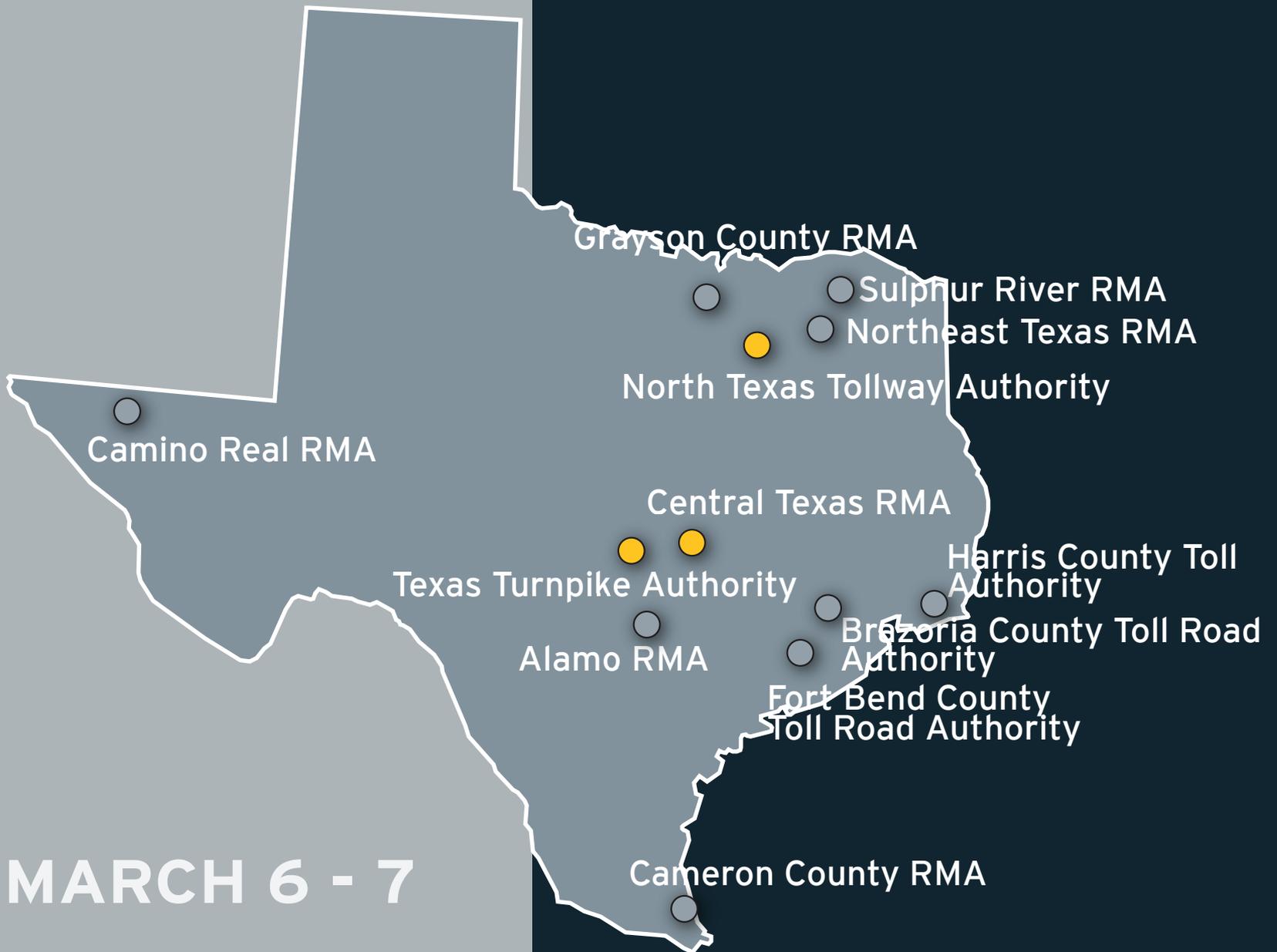
The logo features the letters 'BR' in a bold, italicized, black font, enclosed within a green circular graphic that resembles a stylized loop or a partial circle. Below the 'BR' text, the words 'Baton Rouge Loop' are written in a smaller, black, sans-serif font.





TEXAS TOLL TOUR

SOURCE BOOK



MARCH 6 - 7



BATON ROUGE LEADERS TOUR TEXAS TOLL FACILITIES SCHEDULE

Thursday - March 6, 2008

NTTA-North Texas Tollway Authority (Dallas local toll authority)

- | | |
|-----------------------------------|--|
| 8:00 a.m. | Arrive at Charter Terminal (Louisiana Aircraft Facility) |
| 8:20 a.m. | Depart BR Metro Airport |
| 9:50 a.m. | Arrive Dallas Love Field Airport, Dallas, Texas (Landmark Aviation Facility) |
| 9:50-10:00 a.m. | Assemble on tour bus – (Tour Host Jerry Hiebert, former Executive Director of NTTA) |
| 10:00-11:00 a.m. | Driving tour of North Texas Tollway Authority (NTTA) facilities
Dallas North Tollway (DNT)
President George Bush Turnpike (PGBT) |
| 11:00 a.m.-
12:30 p.m. | Tour of Main Lane Plaza 7
(Electronic toll collection (ETC), plaza redevelopment, System-wide design guide lines) (Details attached) |
| 12:30-2:00 p.m. | Lunch – Luna de Noche (Tex-Mex) |
| 2:00-3:00 p.m. | Tour of North Texas Tollway Authority (NTTA) Headquarters
(Details attached) |
| 3:00-4:30 p.m. | Meeting with NTTA Executive Leadership
<u>Participants:</u>
• Paul N. Wageman (Chairman of the Board)
• Jorge Figueredo (Executive Director)
• Rick Herrington (Deputy Executive Director)
<u>Discussion:</u>
• Overview of BR Loop project and conditions (Holden)
• Overview of NTTA “system” of toll roads (NTTA officials)
• Discussion of “start-up” issues, financing strategies, ETC/cash v. all ETC, importance of economic development opportunities; lessons-learned from NTTA leadership. |
| 4:30 p.m. 5:00 p.m. | Assemble to travel to hotel |
| 5:00 p.m. | Hotel check-in (Marriott Courtyard) |
| 5:00 p.m.-6:30 p.m. | Free |
| 6:30 p.m.-8:00 p.m. | Dinner (Walk to Bob’s Steak and Chop House) |



Friday - March 7, 2008

CTRMA-Central Texas Regional Mobility Authority (Austin local toll authority)
TTA-Texas Turnpike Authority (Austin based statewide authority; division of TxDOT)

- 7:30 a.m.** Depart from Hotel
8:05 a.m. Arrive Dallas Love Field Airport (Landmark Aviation Facility)
8:30 a.m. Depart Dallas Love Field Airport
- 9:15 a.m.** Arrive in Austin-Bergstrom International Airport, Austin, Texas
 (Atlantic Aviation Facility)
- 9:15 a.m.- 9:30 a.m.** Assemble on tour bus (Tour Host Richard Ridings, former Executive Director of Oklahoma Turnpike Authority)
- 9:30 a.m.-11:00 a.m.** Driving tour of Austin area toll system (130-T, 183-A)
- 11:00 a.m.-1:30 p.m.** Working Lunch with CTRMA Executive Leadership and Austin area political leadership (Texas Land & Cattle restaurant)

Participants:

- Bob Tesch (Chairman)
- Mike Heiligenstein (Executive Director)
- Mike Krusse (Texas State Representative, District 52)

Discussion:

- Overview of BR Loop project and conditions (Holden)
- Overview of CTRMA system (CTRMA officials)
- Discussion of “start-up” issues, financing strategies, ETC/cash v. all ETC, importance of economic development opportunities; lessons-learned from Central Texas leadership.
- Other TTA

- 1:30 p.m.-1:45 p.m.** Assemble/travel to TTC-35 office
- 1:45 p.m.-3:45 p.m.** Meeting with TTA Executive Leadership

Participants:

- Phil Russell, P.E. (Assistant Executive Director for Innovative Project Development)
- Texas FHWA

Discussion:

- Overview of BR Loop project and conditions (Holden)
- Overview of Central Texas Turnpike Project and TTC-35 (Russell)
- Discussion of “start-up” issues, financing strategies, ETC/cash v. all ETC, importance of economic development opportunities; lessons-learned from TXDOT/TTA perspective.

- 3:45 p.m.-4:15 p.m.** Assemble/travel to airport (Atlantic Aviation Facility)
- 4:30 p.m.** Depart Austin-Bergstrom International Airport
- 6:00 p.m.** Arrive BR Metro Airport



NORTH TEXAS TOLLWAY AUTHORITY

DETAILS OF NTTA TOUR OF MAIN LANE PLAZA 7 AND ADMINISTRATION HEADQUARTERS

Thursday - March 6, 2008

Main Lane Plaza 7

11:00 a.m. **Group split into two groups**

Lane Level

- Barry Weems
- Paul Hejl

Command Center

- David Hall

11:30 a.m.

Counting Facility

- Willie Barber
- Jerry Mingo/Oliver Johnson

NTTA Administration Headquarters Building

2:00 p.m. **Group split into two groups**

Customer Service

- Clayton Howe
- John Bannerman
- Customer Service Managers

Data Center

- Paul Hejl
- Shannon Burton

3:00 p.m.

Group split into two groups

Board Room

- Chairman Paul N. Wageman
- Jorge Figueredo
- Rick Herrington
- Carrie Rogers

NOTE: Mr. Herrington, Ms. Buse, Mr. Dailey and Mr. Figueredo are optional for the planning meeting and for the actual tours.

OVERVIEW

An area as active as North Texas never sleeps. Whether driving to the airport for an early morning flight, heading for work on the graveyard shift, picking up children from a sporting event or joining the daily commute, people in the Metroplex are on the move at all hours of the day and night.

The North Texas Tollway Authority (NTTA) is keeping pace with the regional demand for transportation through expansion of North Texas' toll road system and implementation of improved technologies.

The NTTA, a political subdivision of the State of Texas under Chapter 366 of the Transportation Code, is empowered to acquire, construct, maintain, repair and operate turnpike projects; to raise capital for construction projects through the issuance of Turnpike Revenue Bonds; and to collect tolls to operate, maintain and pay debt service on those projects.

The Authority has representatives from Collin, Denton, Dallas and Tarrant counties, as well as one surrounding county, on its Board of Directors and is dedicated to fulfilling its mission:

The North Texas Tollway Authority provides a fiscally sound system of innovative toll facilities, services and solutions that improves the mobility, quality of life

Key NTTA Statistics

- Over 700,000 registered customers
- Over 1.2 million transponders in use (TollTag)
- Averaged over 1.2 million transactions daily in 2007
- Annual Operating Budget of \$90 million
- Total bonded indebtedness of \$4.8 billion

Dallas North Tollway Is a quick, safe, convenient connection for motorists between downtown Dallas and cities in northern Dallas and Collin and Denton Counties. It is a 32-mile, six-lane, limited access expressway passing through or along the cities of Dallas, Highland Park, University Park, Addison, Farmers Branch, Plano and Frisco. The first section of the DNT from downtown Dallas to IH 635 (LBJ Freeway) opened to traffic in June 1968. It was extended to Briargrove Lane in 1987 and to SH-121 Drive in Plano in 1994.

A 1.5-mile DNT extension/SH 121 Interchange to Gaylord Parkway in Frisco opened in April 2004 and the Phase 3 Extension of the DNT from Gaylord Parkway North to US 380 opened to traffic on Sept. 28, 2007.

Description: Six-lane, 32-mile, north/south, limited access tollway.

The President George Bush Turnpike offers a significant east-west route within a major developing economic area in the northern half of the Dallas Metroplex. It links commuters to high-tech corridors and corporate headquarters, and gives motorists additional access to Central Expressway (US 75), the Dallas North Tollway, IH 35E and LBJ Freeway (IH 635). The segment between IH 35E and IH 635, offers an alternative route to the Dallas-Fort Worth International Airport from the northern and eastern cities along the corridor. The PGBT is a 30.5-mile, six-lane, limited access expressway passing through or along the cities of Garland, Richardson, Plano, Dallas, Carrollton, Farmers Branch and Irving.

Description: Six-lane, 30.5-mile, east/west, limited access Turnpike

Addison Airport Toll Tunnel opened to traffic in February 1999. This two-lane tunnel crossing under the Addison Airport is approximately 1,600 feet in length, with a total roadway length of 3,700 feet. The tunnel expands traffic capacity and eases congestion in the northern sector of Dallas and Addison by providing an east-west route between the Dallas North Tollway and IH 35E under the Addison Airport runway. It provides motorists a through passage on Keller Springs Road, which once ended on either side of Addison Airport, as an alternative to Belt Line Road or Trinity Mills Road.

Description: Two-lane tunnel, approximately 1,600 feet in length, with a total roadway length of 3,700 feet.

BIOS



Paul N. Wageman
Chairman
Collin County Appointee

Paul N. Wageman, a shareholder resident in the Dallas office of Winstead PC, counsels clients on corporate and governmental matters. Winstead PC is among the largest law firms in Texas with over 300 attorneys and offices in Dallas, Houston, Austin, Fort Worth, The Woodlands, and Washington, DC.

In September 2000, the Collin County Commissioners' Court appointed Mr. Wageman to the NTTA board of directors. In September 2006, he was appointed to a fourth two-year term and elected chairman of the NTTA board of directors.

Mr. Wageman earned his B.A. from Boston College in 1982, graduating magna cum laude. He attended Georgetown University Law Center receiving his J.D. in 1987. He is a member of the State Bars of Texas and Illinois.

Mr. Wageman's civic involvement has included service on the board of directors of the North Texas Commission, where he was active in promoting regional cooperation through public/private sector initiatives particularly in the area of transportation. He was the Lieutenant Governor's appointee to the Texas Sunset Advisory Commission serving a two-year term commencing in 1991. Mr. Wageman is a former president and member of the board of directors of the Dallas Assembly and previously served on the Board of Directors of the Greater Dallas Chamber of Commerce.

Mr. Wageman is a member of the board of directors of Metroplex Sportservice, Inc., Frisco Sportservice, Inc. and Dallas Sportservice, Inc.



Jorge C. Figueredo
Executive Director

On July 26, 2007, the North Texas Tollway Authority (NTTA) Board of Directors selected Jorge Figueredo as the agency's Executive Director following a comprehensive national search.

Jorge has spent the last 16 years in the transportation and tolling industry. Before joining the NTTA, he served as Senior Division Manager for Post, Buckley, Schuh, and Jernigan (PBS&J) overseeing the company's toll operation practice in the Central U.S. During his tenure with PBS&J, Jorge worked extensively with the Northeast Texas Regional Mobility Authority in Tyler as the Senior Project Manager and as Senior Consultant to the Texas Turnpike Authority Division of the Texas Department of Transportation.

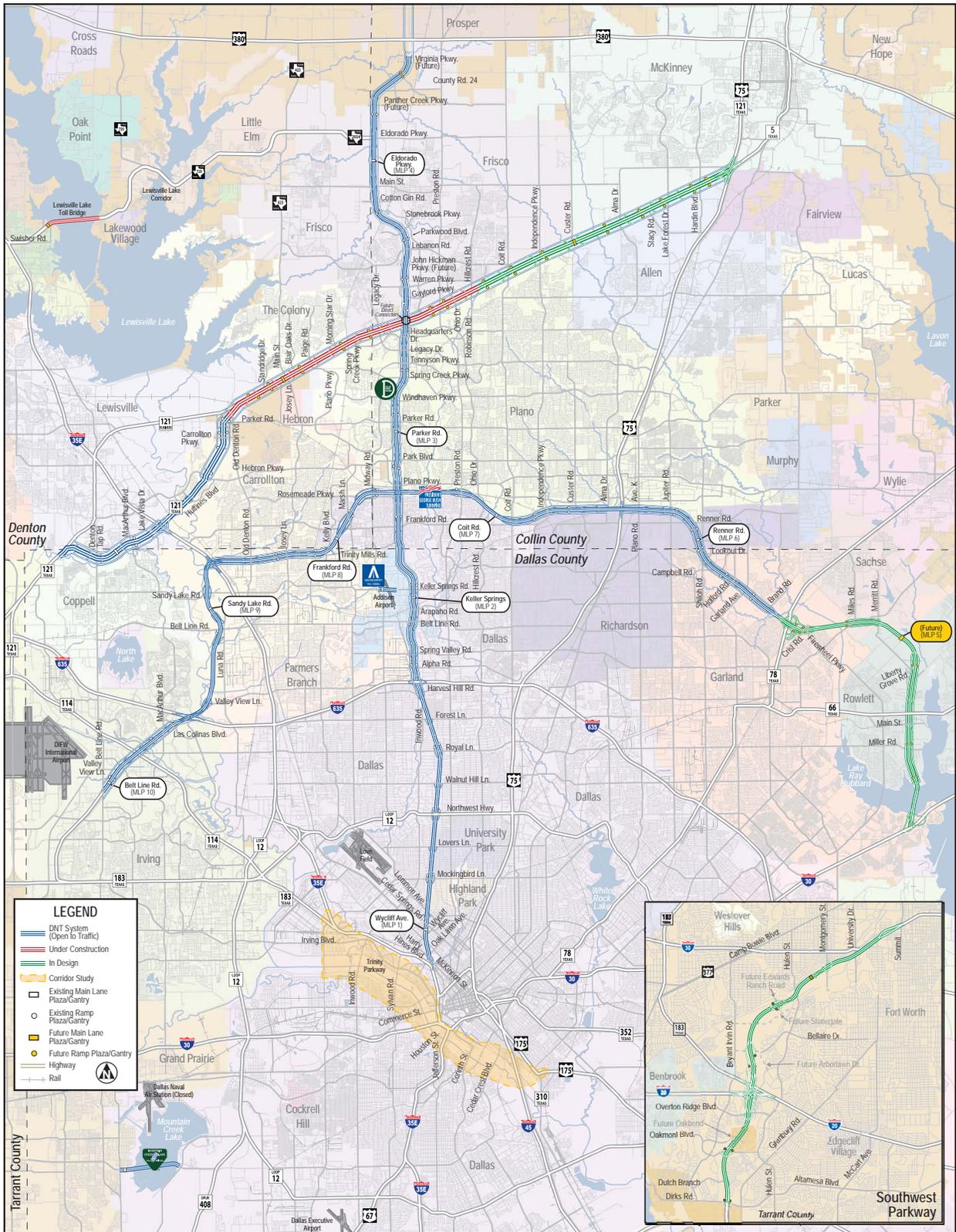
From August 1992 to June 2004, Jorge served as Director of Operations, Communications, and Marketing for the Orlando-Orange County Expressway Authority in Florida. While in that position, he planned, coordinated organized, and administered all aspects of toll operations, information technologies, communication and marketing activities.

Jorge served as Director of Public Information and Legislative Affairs for Florida's Turnpike from 1991 to 1992. In that role, he was responsible for public information, public involvement, public relations and legislative programs.

He has been a member of the International Bridge, Tunnel and Turnpike Association (IBTTA) since 1992 and the Transportation and Expressway Authority Membership of Texas (TeamTX) since 2004.

Born in Havana, Cuba, Jorge has lived in Florida most of his life. He received his Bachelor of Arts in Radio/Television, Master of Public Administration, and Ph.D. in Public Affairs from the University of Central Florida.

SYSTEM MAP



RELEVANT BACKGROUND

The NTTA toll agency was formed in 1997 by act of the Texas Legislature. It is a special subdivision of the state, independent of TXDOT and TTA. The NTTA also is not a Regional Mobility Authority (RMA). Originally, the NTTA solely was responsible for the Dallas North Tollway (DNT), a radial tollway feeding into the CBD. Its responsibility has grown over time to include the President George Bush Turnpike (northern loop) and expansion of the DNT system. The NTTA currently operates a total of 366 lanemiles of urban toll road. Plans continue for additional expansion of both the DNT and PGBT systems and associated spurs. The NTTA is a mature agency that has retired its original bond debt and is able to use the continuing, unencumbered, toll revenues for re-investment into its expanding system.

In 2007 the NTTA sought and was granted development rights by the legislature to SH121-A. The 2007 legislation bonds the Authority of local toll agencies by giving first right of refusal to develop local projects (instead of this first authority residing with TTA).

The NTTA is comparable to the Lafayette Metropolitan Expressway Commission (LMEC) in Louisiana in that the NTTA was enabled and is governed by independent and exclusive legislation, the same as the LMEC's 2003 independent enabling legislation in Louisiana.

NOTES:



OVERVIEW

The Central Texas Regional Mobility Authority is an independent government agency created in January 2003 to improve the transportation system in Williamson and Travis Counties. Our mission is to implement innovative multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality.

The Mobility Authority is overseen by a seven-member Board of Directors. The Chairman is appointed by the governor. The County Commissioners of Travis and Williamson County each appoint three board members.

The Mobility Authority employs a small professional staff of 13 led by an executive director. The Mobility Authority uses private sector contractors with specialized expertise to provide staffing support for individual projects.

The Mobility Authority is run by a dedicated professional staff with expertise in finance, transportation, and tolling. All correspondence with the Mobility Authority is subject to the Texas Public Information Act and will be retained by the agency in accordance with the requirements of the act. All correspondence is routed through the Communications Department and will be forwarded to the appropriate individual. The staff for the Authority is listed below:

Mike Heiligenstein
Executive Director

Tom Nielson
General Counsel

Bill Chapman
Chief Financial Officer

Wes Burford, P.E.
Director of Engineering

Ron Fagan
Director of Operations

Steve Pustelnyk
Director of Communications

Mario Espinoza
Director of Community Development

Angelique Samuels Haseley
Fiscal Analyst and HR Manager

Chuck Murphy
Maintenance Manager

Melissa Hurst
Communication and Marketing Specialist

Gretchen Nagy
Assistant to the Executive Director

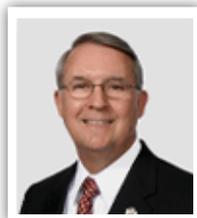
Cecilia Martinez
Senior Administrative Assistant

Cynthia Harris
Senior Administrative Assistant

Mary Clinton
Receptionist/Administrative Assistant



BIOS



Bob Tesch
Chairman
Member of the Executive Committee

Robert E. (Bob) Tesch, was appointed by Governor Rick Perry to chair the Board of Directors of the Central Texas Regional Mobility Authority in January, 2003. He had previously been appointed to the Board by the Williamson County Commissioner's Court.

Mr. Tesch has owned and operated a real estate investment/development business in Central Texas since 1984. His civic and professional involvement include membership in the Austin Area Research Organization (AARO) Transportation Committee, Real Estate Council of Austin (RECA) Transportation Committee, and past service on the City of Cedar Park's Citizen's Bond Task Force and its Economic Development Corporation's Board of Directors, the state Regional Mobility Authority Rules Committee, and the Central Texas Airport Advisory Committee.

The Capital Area Transportation Coalition recently honored him with their 2004 "Flying Tiger" Award for his leadership in "nurturing the state's first Regional Mobility Authority into existence" and for his "dogged determination and patient persistence in promoting an aggressive program addressing the region's growing transportation crisis."



Mike Heiligenstein
Executive Director

As the first Executive Director of the Mobility Authority, Mike brings a unique blend of qualifications to the position. He served 23 years as a Central Texas public official in the rapidly growing communities of Round Rock and Williamson County. As both a City Councilman and County Commissioner, he initiated and helped supervise over \$500 million in capital improvement projects. In 2000, he spearheaded a \$350 million transportation initiative that changed the dynamics of mobility throughout Central Texas. Mike was actively involved in all aspects of implementing the program: public presentations; contract management; rating agency presentations; pricing as well as personally engaging in needed land acquisition for the Central Texas Turnpike Project, SH45. Mike has also been a leader in environmental and other public infrastructure causes throughout his public career.

As County Commissioner he was instrumental in putting the arguments of parkland on the Williamson County Agenda. The County now has over 1,000 acres of parkland under phase of development. He was influential in the first phase of the Brushy Creek Regional Trail. He chaired the Clean Air Force (the regional air quality initiative of Central Texas) where he actively participated in the development of the EPA Early Action Compact for Central Texas. He also chaired the air and water quality subcommittees for the National Association of Counties and became chair of the Conference of Urban Counties before resigning his commissioner's seat and private sector employment to assume the Executive Directorship of the Mobility Authority. Mike was a founding board member and two-time vice chair of the Austin-San Antonio Corridor Council and a founding member and board member for the Envision Central Texas project.

Mike earned a Bachelor and Masters of Government from the University of Texas in Austin and a Master of Business Administration from the University of Texas at Austin.

SYSTEM MAP





RELEVANT BACKGROUND

The CTRMA, an Austin area toll agency, was formed in 2003 under the Regional Mobility Authority (RMA) Legislation that was passed by the Texas Legislature in 2002. The RMA legislation enables any city or county in Texas to form a local toll commission which is empowered to plan, design, build, and operate toll roads. The RMAs also are empowered to develop and operate other infrastructure such as parking facilities and transit systems.

In March 2007, the CTRMA opened its first section of toll road, a 12 mile section of SH183-A, which provides an eastern bypass of Austin's developed core area. Plans are currently in development for an additional 7 miles of new toll roadway which will be opened over the next 6 years. Other toll roads are in development for the Austin area by the state toll agency (TTA).

The CTRMA is comparable to the Capital Area Expressway Authority (CAEA) in Louisiana in that it is a local toll authority that was enabled by the statewide RMA legislation that permits any local government to form a toll agency to develop toll roads, the same as the 1997 Louisiana statewide legislation which has permitted the formation of the CAEA local toll authority to develop toll roads in Baton Rouge. The CTRMA also is a new agency, not mature, that has had recent success in building new toll roads in today's finance markets.

NOTES:

DETAILS OF TTA TOUR

125 E. 11th Street
Delegation Room, First Floor
Austin, Texas

Friday - March 7, 2008

Main Lane Plaza 7

1:45 a.m.

Opening remarks

Phil Russell

Assistant Executive Director for Innovative Project Development

Welcome

Amadeo Saenz

Executive Director

FHWA

Jan Brown, Division Administrator – or

Al Alonzi, Assistant Division Administrator

Tolling – the Immediate and Long-Term Value

James Bass

TxDOT Chief Financial Officer

Public-Private Partnerships & CDA proposal process

Ed Pensock

Turnpike Authority Division

Lessons Learned

Phil Russell

Electronic Toll Collection - A Success in Progress

David Powell, TxTAG

Q&A

OVERVIEW

The TTA is the toll division of the Texas Department of Transportation. The Division strives to improve mobility and safety through the development and operation of a safe, reliable and cost-effective system of toll roads using private-sector partners and financing options to accelerate project delivery. The TTA is empowered to receive and authorize public-private partnership (PPP) development of Texas highway infrastructure.

The Texas Turnpike Authority (TTA) was created in 1953 (House Bill 4, 53rd Legislature, Regular Session), to plan, finance, build, and operate toll facilities in Texas. It was governed by a 12 member board, nine of whom were public members appointed by the governor with consent of the Senate. The members served six year overlapping terms. The three members of the Texas Transportation Commission served as ex-officio members and the governor designated the chair.

In 1997, the Texas Turnpike Authority merged with the Texas Department of Transportation (Senate Bill 370, 75th Legislature, Regular Session). The TTA is part of the Texas Turnpike Authority Division at the Texas Department of Transportation. It is responsible for feasibility studies, design, construction, operation, and maintenance of tolled turnpikes, bridges, and tunnels at locations with high traffic volume. A TTA Board exists, consisting of six members appointed by the governor as well as the chair of the Texas Transportation Commission as an ex-officio member. Board members serve staggered six year terms and are independent of the Transportation Commission.

A comprehensive development agreement (CDA) is the tool TxDOT uses to enable private investments in the Texas transportation system. It provides a competitive selection process for developing regional projects or much larger undertakings like the Trans-Texas Corridor.

A public-private partnership, like a CDA, opens the door to accelerated financing, design, construction, operation and/or maintenance of a project.

Texas Turnpike Authority Division

Texas Turnpike Authority Division is part of TxDOT and strives to improve mobility and safety through the development and operation of a safe, reliable and cost-effective system of toll roads using private-sector partners and financing options to accelerate project delivery.

Benefits of Toll Roads

A Choice To Go Faster

Drive in any major Texas city during morning or afternoon rush hour and you know the situation: our highways look like parking lots. When it comes to roads, drivers need a choice to get them out of congestion and gridlock. Reducing today's traffic jams is the goal behind a new-to-Texas funding approach for our overburdened highway system.

TxDOT and local transportation leaders have a solution to get roads built quicker: a modern network of toll roads and express toll lanes that can save motorists time.

Pay As You Go

Highways in Texas have traditionally been funded with gas taxes. But state and federal gas taxes no longer generate enough money to keep up with the costs of building new roads, upgrading current ones and paying for upkeep of 79,500 miles of state highways.

More Roads, More Choices, More Time

The population in Texas is continuing to grow, and so is the demand for new and better roads. Gas taxes alone cannot fund all the roads the public wants and needs. Tolls can supplement highway funds to get a head start on dealing with traffic congestion. With cash upfront, miles of toll roads can be finished faster than highways funded simply by gas taxes. Fees that drivers pay to use toll lanes will repay the money borrowed to build them. Tolling gets roads built quicker and gets people moving. It also provides motorists more routes and more time-saving choices.

A Choice of Routes

New toll roads and express toll lanes are under construction or on the drawing board throughout Texas. Some highways are being built as toll roads from the start, and others are being expanded by adding new express toll lanes so that existing roads can carry more traffic. Drivers will soon have the option of bypassing congestion by using Texas Tollways. And drivers who prefer not to pay a toll will always have a non-tolled alternative.

The Future: Sooner Is Better Than Later

Toll roads and toll lanes will give drivers a much-needed option to get where they want to go. With tolling, we can begin to solve our traffic problems now, without motorists having to pay higher gas taxes.

The Trans-Texas Corridor (TTC) is a proposed multi-use, statewide network of transportation routes in Texas that will incorporate existing and new highways, railways and utility right-of-ways. Specific routes for the TTC have not been determined.

As envisioned, each route will include:

- Separate lanes for passenger vehicles and large trucks
- Freight railways
- High-speed commuter railways
- Infrastructure for utilities including water lines, oil and gas pipelines, and transmission lines for electricity, broadband and other telecommunications services

Plans call for the TTC to be completed in phases over the next 50 years with routes prioritized according to Texas' transportation needs. TxDOT will oversee planning, construction and ongoing maintenance, although private vendors will be responsible for much of the daily operations.

The proposed TTC-35 corridor generally parallels I-35. The initial study area is approximately 600 miles long, extending from north of Dallas/Forth Worth to Mexico and possibly the Gulf Coast.

I-69/TTC- Interstate 69 is a planned 1,600-mile national highway connecting Mexico, the United States and Canada. Eight states are involved in the project. In Texas, I-69 will be developed under the Trans-Texas Corridor master plan.

The proposed I-69/TTC corridor extends from Texarkana/Shreveport to Mexico (possibly the Rio Grande Valley or Laredo). The initial study area is roughly 650 miles long.

As planned, each element of the Trans-Texas Corridor will be financed with the support and resources of the private sector along with tolls, bonds, limited state funds and other revenue sources.

Federal environmental studies to determine a final alignment for I-69/TTC are ongoing. To date, no contracts have been signed to develop and finance this element of the TTC.

BIOS



Phillip E. Russell, P.E.
Assistant Executive Director for Innovative Project Development

Phil oversees the development and operation of turnpike projects including comprehensive development agreements, market valuations, pass-thru finance agreements, Trans-Texas Corridor activities and long-term transportation planning.

The 25-year TxDOT veteran has been director of the Texas Turnpike Authority Division since 1998. Under his direction, the division expanded the state highway system through the development of toll roads, working with districts and local officials on the formation of regional mobility authorities and state toll projects, and overseeing the preparation of all comprehensive development agreements for TxDOT. He successfully managed the Central Texas Turnpike project, TxDOT's first toll road and the department's first Public-Private Partnership – SH 130.

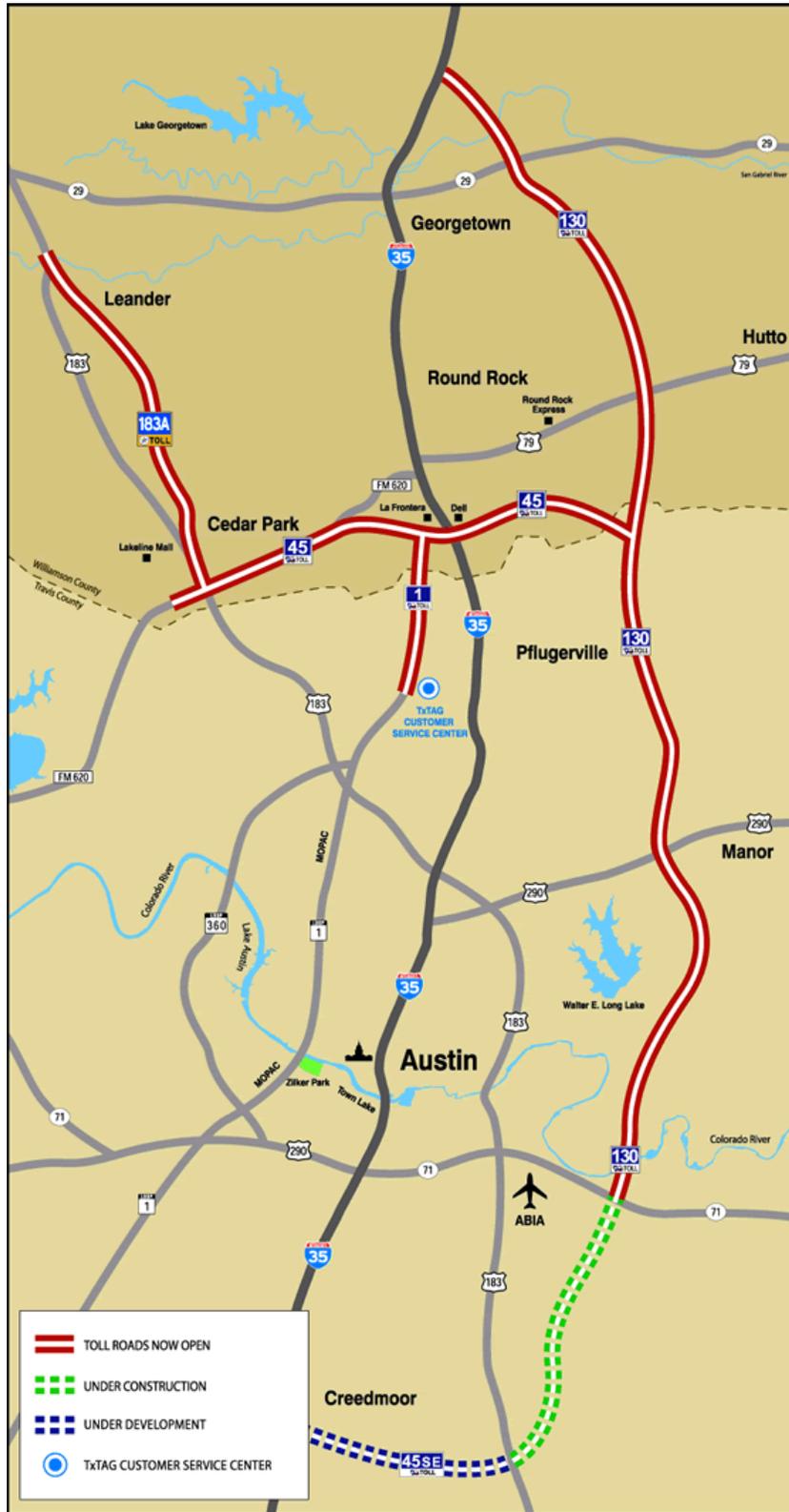
He began his career with TxDOT as a summer employee in the Burnet Resident Engineer's Office in the Austin District in 1978. He began working full-time with the department in 1982 in the Dallas District where he served in numerous positions before he moved, in 1993, to become the director of transportation planning and programming in the Bryan District.

After earning a bachelor's degree in civil engineering from the University of Texas at Austin in 1982 he attended the Texas Wesleyan University Law School in Fort Worth and graduated with honors in 1993.

He received the 2002 Outstanding Achievement Award for a public sector employee from the American Road and Transportation Builders Association, ARTBA. He also received the American Association of State Highway and Transportation Officials, AASHTO, President's Transportation Award for Planning in 2006.

Phil and his wife, Sandy have two daughters, Korryn and Katy, and one son, Kyle.

SYSTEM MAP



RELEVANT BACKGROUND

The TTA is the toll division of the Texas Department of Transportation. It was born in 1998 by act of the Texas Legislature. The TTA is responsible for SH 130 Toll, SH 45 Toll and Loop 1 toll as well as the Trans-Texas Corridor program. The TTA is empowered to receive and authorize public-private partnership (PPP) development of Texas highway infrastructure. The TTA is currently completing negotiations on the Austin to San Antonio section of the TTC-35, which will be the first section of the roadway constructed and will be the first executed public-private partnership in Texas.

The TTA is similar to the Louisiana Transportation Authority (LTA) in Louisiana in that it has statewide jurisdiction, it has PPP authority, and it is a branch of TXDOT (although LTA is not a branch of the DOTD, the DOTD Secretary is an LTA board member and DOTD provides all administrative and engineering support for the LTA).

NOTES:

**TEXAS HOUSE OF
REPRESENTATIVES****MIKE KRUSEE
STATE REPRESENTATIVE DISTRICT 52**

Mike Krusee has represented District 52 of the Texas House of Representatives since 1992.

An established leader on issues related to the rapid growth of the Central Texas region, Representative Krusee serves as Chairman of the House Transportation Committee, and is a member of the Executive Council of the Capital Area Metropolitan Planning Organization (CAMPO). His passionate interest in quality urban planning and design led him to a seat as a board member of the Congress for New Urbanism (CNU) in 2005.

In his role as Chairman of the House Transportation Committee, Representative Krusee has ushered in landmark improvements for both the Central Texas region and the entire State of Texas. His authorship of House Bill 3588, an omnibus transportation statute, is now widely held as one of the most comprehensive and visionary in Texas history; the legislation is now a national model for state transportation funding.

Mike has been honored by many business and family organizations, including the Texas Association of Businesses and Chambers of Commerce, the Texas Public Policy Foundation, The Free Enterprise PAC, the Texas Eagle Forum, and the Free Market Foundation, for his commitment to conservative principles and free enterprise.

A former litigation paralegal, he works for a document retrieval company with offices throughout the state. His five children were all educated in the Round Rock Independent School District.

COMMONLY USED TOLL ACRONYMS IN TEXAS

A

AASHTO	American Association of State Highway and Transportation Officials
AATT	Addison Airport Toll Tunnel
ACM	Automatic Coin Machine
AADT	Annual Average Daily Traffic
AGC	Association of General Contractors
ARMA	Alamo Regional Mobility Authority
APO	Adjacent Property Owners
APD	Advance Project Development
AVI	Automated Vehicle Identification

B

BCE	Blanket Categorical Exclusion
BOPP	Business Opportunity Policy and Program
BRINSAP	Bridge Inventory Inspection and Appraisal Program

C

CAB	Citizen Advisory Board
CAG	Citizen Advisory Group
CAMPO	Capital Area Metropolitan Planning Organization
CBD	Central Business District
CDA	Comprehensive Development Agreement
CE	Categorical Exclusion
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, Liability Act
CCRMA	Cameron County Regional Authority
CIP	Capital Improvement Program
COG	Council of Governments
CTR	Center for Transportation Research
CTRMA	Central Texas Regional Mobility Authority
CRRMA	Camino Real Regional Mobility Authority

D

DBE	Disadvantaged Business Enterprise (see BOPP)
DCIS	Design Construction Information System
DEIS	Draft Environmental Impact Statement
DRMC	Dallas Regional Mobility Coalition
DMS	Dynamic Message Sign
DNT	Dallas North Tollway
DOT	Department of Transportation (usually preceded by the abbreviation of a governmental (state) entity)

E

EA	Environmental Assessment
EC	TxDOT District Environmental Coordinator
EIS	Environmental Impact Statement
ENV	TxDOT Environmental Affairs Division
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ETC	Electronic Toll Collection

F

FEIS	Final Environmental Impact Statement
FM	Farm to Market Road
FONSI	Finding of No Significant Impact
FTE	Full Time Equivalent
FHWA	Federal Highway Administration

G

GASB	Government Accounting Standards Board
GEC	General Engineering Consultant
GIS	Geographic Information Service
GLO	Texas General Land Office
GCRMA	Grayson County Regional Mobility Authority

H

HB	House Bill
HCTRA	Harris County Toll Road Authority
HOA	Home Owners Association
HOT	High Occupancy Tolled (lane)
HOV	High-Occupancy Vehicle (lane)
HR	Human Resources
HUB	Historically Underutilized Business
IBTTA	International Bridge Tunnel and Turnpike Association
IBWC	International Boundary Water Commission

I

IBWC	International Boundary & Water Commission
ILA	Inter-Local Agreement
IPA	Initially Preferred Alternative (see LPA, LPO)
ISTEA	Inter-modal Surface Transportation Efficiency Act (no longer in vogue, see TEA-21)
IT	Information Technology
ITB	Invitation to Bid
ITS	Intelligent Transportation Systems

L

LLTB	Lewisville Lake Toll Bridge
LPA	Local Public Agency or Locally Preferred Alternative (see LPO and IPO)
LPO	Locally Preferred Option
LTM	Long-Term Modification
LUST	Leaking Underground Storage Tank

M

MAPO	Meeting of Affected Property Owners
MCLB	Mountain Creek Lake (toll) Bridge
MIS	Major Investment Study
ML	Managed Lane(s)
MLP	Main-Lane Plaza
MMC	Maintenance Management Consultant
MO	Minute Order
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSE	Mechanically Stabilized Earth (retaining wall)
MTA	Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices

N

NAFTA	North American Free Trade Agreement
NCHRP	National Cooperative Highway Research Program
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NETRMA	North East Texas Regional Mobility Authority
NFPA	National Fire Protection Association
NOA	Notice of Availability
NOI	Notice of Intent
NTTA	North Texas Tollway Authority

O

O&M Operations and Maintenance

P

PAG Policy Advisory Group
 PAT Property Acquisition Tracking
 PCE Programmatic Categorical Exclusion
 PGBT President George Bush Turnpike
 PH Public Hearing
 PHO Opportunity for Public Hearing
 PIG Public Involvement Group
 PIO Public Information Office (or Officer)
 PM Public Meeting
 PS&E Plans, Specifications and Estimates

R

RAB Restoration Advisory Board
 RAT Right of Way Acquisition Team
 RFP Request for Proposals
 RFQ Request for Qualifications
 RM Ranch to Market Road
 RMA Regional Mobility Authority
 ROD Record of Decision
 ROW Right of Way
 RR Ranch Road
 RTC Regional Transportation Council

S

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
 SBE Small Business Enterprise
 SCE State Categorical Exclusion
 Scoping Process of determining what are and what are not the real physical (including design requirements), biological, economic and social issues of a proposed transportation project
 SLAPP Strategic lawsuit against public participation
 SOV Single-occupant vehicle
 STIP State Transportation Improvement Plan
 STM Short-Term Modification
 SWDG System-Wide Design Guidelines

T

TAC Texas Administrative Code
 TCEQ Texas Commission on Environmental Quality
 TCRP Transit Cooperative Research Program
 TEA-21 Transportation Equity Act for the 21st Century (no longer in vogue, replaced by SAFETEA-LU)
 TERP Texas Emissions Reduction Plan
 TGR/TA Texas Good Roads/Transportation Association
 THC Texas Historical Commission
 TIFIA (Federal) Transportation Infrastructure Finance and Innovation Act
 TIMS Traffic and Incident Management System
 TIP Transportation Improvement Plan
 TMF Texas Mobility Fund
 TNRCC Texas Natural Resource Conservation Commission (no longer in vogue, replaced by TCQE)
 TPWD Texas Parks & Wildlife Department (also TP&W)
 TRB Transportation Research Board
 TRC Traffic and Review Consultant
 TRS Traffic & Revenue Study
 TTC Texas Transportation Commission
 TTI Texas Transportation Institute

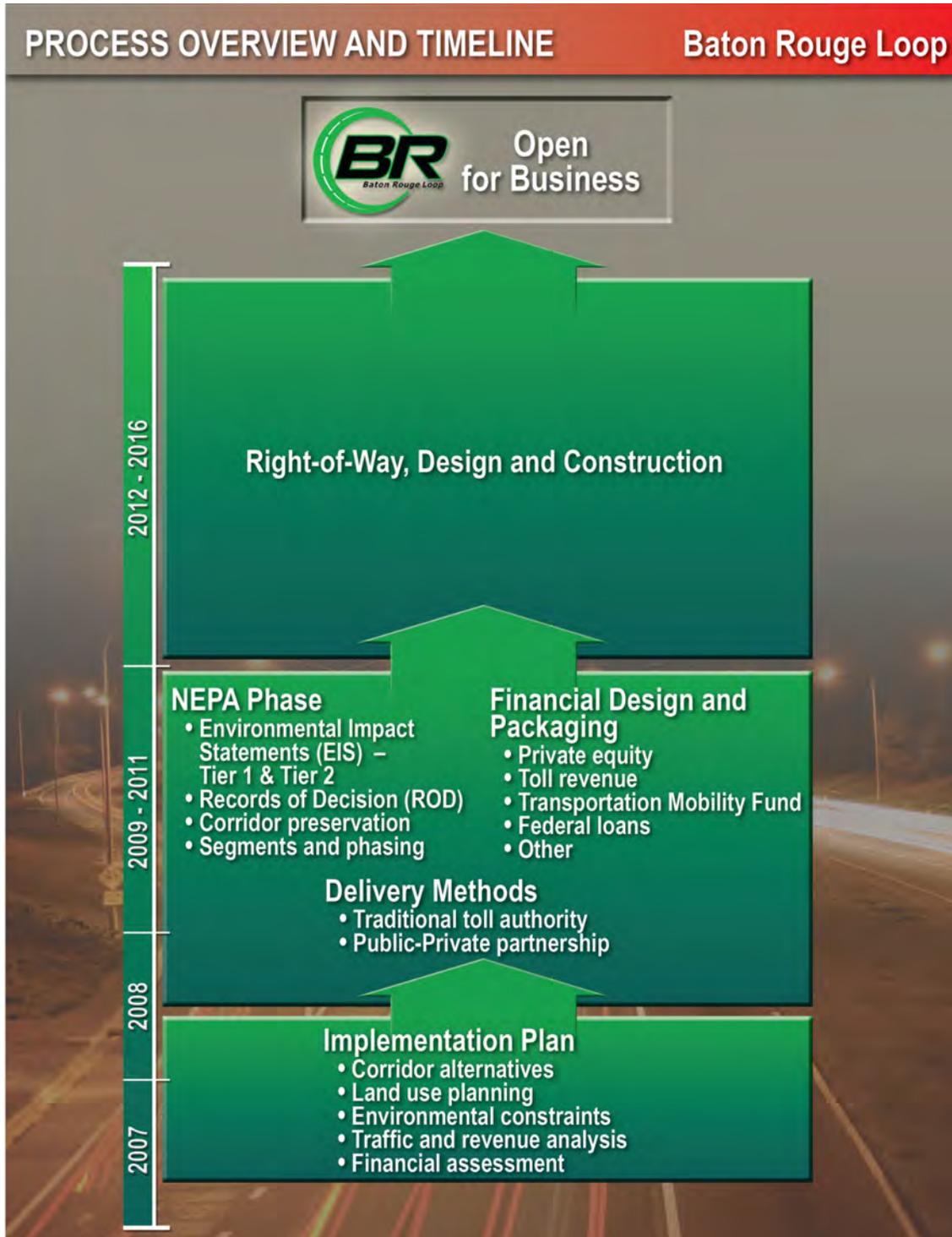
TTP Transportation Planning and Programming Division
TxDOT Texas Department of Transportation
Tx TAG Electronic Sticker Device used to pay Tolls throughout Texas Toll Roads

U

USACE U.S. Army Corps of Engineers
USCG U.S. Coast Guard
USFWS U.S. Fish and Wildlife Service
USGA U.S. Geological Survey



IMPLEMENTATION SCHEDULE

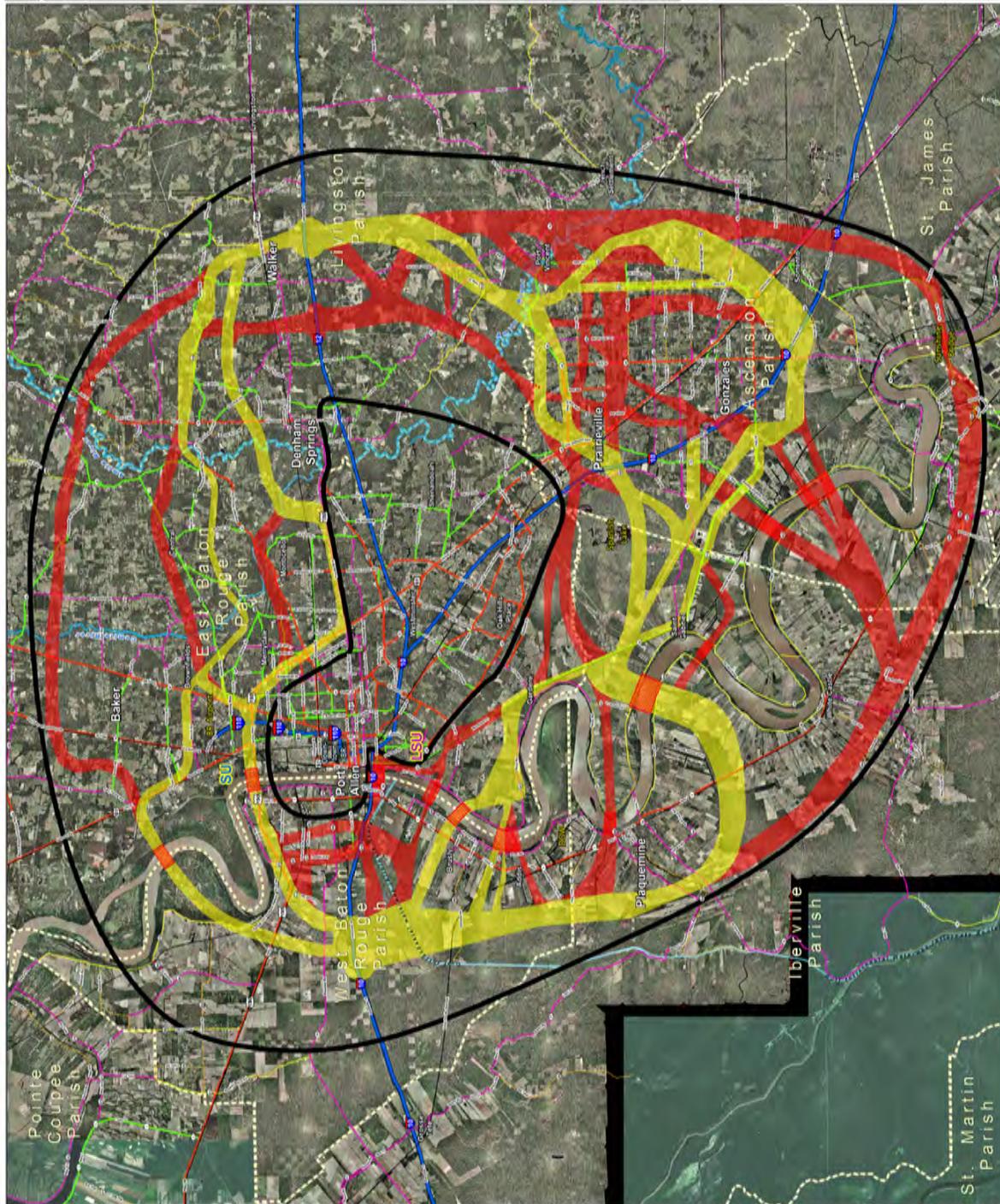




CORRIDORS MAP

Legend	Location Map	
Project Boundaries		
— Railway		
Functional Roads		
— Principal Arterial Interstate		
— Principal Arterial		
— Minor Arterial		
— Major Collector		
— Minor Collector		
— Local		
Potential Corridor Status		
— Potential Corridor		
— Eliminated Corridor		
— Potential Mississippi River Crossings		
— Parish Boundary		

Map Source: ESRI, 2008



Baton Rouge Loop Implementation Plan
Advisory Committee / Stakeholder Committee Joint Kick-Off Meeting
July 10, 2007 10:00 a.m.
Baton Rouge Council Chambers

BREAKOUT DISCUSSION: STAKEHOLDERS COMMITTEE

- **Rannah Gray** thanked everyone for attending and announced that there would be at least 3, and possibly 4 remaining stakeholder committee meetings.
- All meeting dates are on the calendar (subject to change) and meeting date announcements will be sent out in advance.
- Due to the fast-track nature of the project, there is not much time and it is very important that stakeholders attend each meeting. Lots of information will be discussed at each meeting.
- All meetings will be a workshop format, about 2 hours in length (10:00 a.m. to 12:00 noon).
- Each meeting will be held at an accessible location such as a community center or a library and will be a round table format.
- The Loop Team needs the stakeholders' constituents to be well informed. Some questions the Loop Team is asking the stakeholders:
 - *1. How can we best communicate? By email, presentations, ect.? What do you need and what can we do?*
 - *2. What tools can you take and do on your own and what do you need our assistance with? Who should speak to the constituents? The Project Team? Parish presidents? Engineers? A combination?*
- **Craig Gardner** stated that there is an official process which consists of community input, and there are several ways to do it.
- Stakeholders have the opportunity to provide unique feedback to the project.
- The Project Team's goal is to provide the stakeholders with high quality information that is understandable, to pass on to constituents.
- This first meeting is to get the stakeholders up to speed on the project.
- **Rannah Gray** stated that the Project Team will look for continuous feedback from the stakeholders.
- The Project Team will provide regular email updates, as well as website updates.
- **Craig Gardner** stated that usual first question is 'where is the map?'
- The map preparation is a big effort with the first goal being to establish potential corridors.
- Stakeholder's input will provide constraints for the possible corridors.
- If a corridor is not close enough to a population, it will be underutilized.
- The Project Team needs to know about future development and other community issues.
- **Norma Jane Sabiston** stated that the stakeholders will help the Project Team make an impression.
- The Project Team needs input on who to reach out to (neighborhoods, etc) and how to reach out.

QUESTIONS AND ANSWERS

- **Question: Eric Lewis**– *What is the time frame of when we should start making presentations? Will you take suggestions from attendees?*
- **Answer: Craig Gardner** – *The public will be involved and provide input. In 1-2 months, we will have information to pass onto the public. Anything from the presentation today can be passed on.*
Norma Jane Sabiston – *The first meetings will be more educational. As the public becomes more educated, they will provide more feedback.*
Rannah Gray – *The public meeting is in September and will contain information provided by this group.*
- **Question: Tommy Kurtz** – *When will the website be operational?*
- **Answer:** *About a month.*
- **Question: Graydon Walker** – *Whom should we call for information?*
- **Answer: Rannah Gray** – *Enclosed in the packet is a directory of the Project Team. Depending on the question, stakeholders can call whoever is relevant. Craig Gardner can be called with questions. Myself or Norma Jane Sabiston would be relevant for questions pertaining to meetings.*
- **Question: Gerald Burns** – *There is a meeting for the North Juban Civic Association is tonight. Should we discuss the Loop?*
- **Answer: Rannah Gray** – *Yes, anything from today's meeting can be presented. In 6 weeks, a map should be ready for presentation.*
- **Question: Sharon Stam** – *Can comments be posted on the website?*
- **Answer: Craig Gardner** – *Yes, and there will be links available.*
- **Question: Hank Grace** – *How do we ensure local newspapers get the information? Will that be our responsibility?*
- **Answer: Rannah Gray** – *Give us the local media contacts, and they will be added to the invitation list. They will be invited to all meetings and receive information updates.*
- **Question: Derrell Cohoon** – *Are you (Rannah Gray) the point of contact for the Stakeholders?*
- **Answer: Rannah Gray** – *Yes, because I am located in Baton Rouge.*
- **Rannah Gray** stated that the media was an important outlet. The Project Team can accompany the stakeholders to give presentations, or just provide the material to be presented.
- **Katrice Albert:** *will have many constituents, students and faculty.*
- **Question: Sharon Stam** – *Citizens most impacted by the end product need to be included.*
- **Answer: Rannah Gray** – *Agreed. We need young audience perspective because in the 7-10 years it will take to construct, they will be prime users.*

Baton Rouge Loop Implementation Plan
Advisory Committee / Stakeholder Committee Joint Kick-Off Meeting
July 10, 2007 10:00 a.m.
Baton Rouge Council Chambers

BREAKOUT DISCUSSION: ADVISORY COMMITTEE

- Bob Schmidt welcomed everyone and thanked them for their participation and dedication to the project by serving on this committee.
- The committee will act as local “eyes and ears” from a technical standpoint to overcome challenges faced by engineering, environmental, and financial aspects.
- Steve Wallace will be leading engineering and costs analysis for the project and therefore will be a valuable resource for the committee. He will be the one providing information on proposed corridors and Mississippi River crossings and requesting feedback from you based on your technical background.
- Your technical experience and relationships you have within your local area and the surrounding region will be an asset to the implementation team. You will be able to identify hot buttons early on and advise Executive Committee and Implementation Team on various matters.
- Project calendar is provided in packet with meeting dates. Note that the total project timeline is 12 months and Advisory Committee will meet about every other month.
- Advisory Committee meeting locations may rotate around the region. Input on future locations is appreciated. (Note: logistics of this item still under consideration by Executive Committee)
- Two sets of public meetings are scheduled for September and February over the four regions.
- Group correspondence regarding meeting notices will be done via email and website updates. Likewise, members will be able to email Implementation Team or directly through website once it is live.
- Bryan Harmon proposed that agenda be provided prior to the meetings so that everyone knows what will be covered that particular day.
- Next meeting is scheduled for August 9. Agenda and info will be provided prior to the meeting. First items of discussion will be on broad corridors which will be narrowed down as project progresses.
- Steve Wallace mentioned that once potential corridors are presented members will be requested to provide information regarding future developments, planning, and construction within their areas that is not currently shown on existing photography.
- It is anticipated that the project website will be rolled out following the next Executive Committee meeting (7/19).
- Introductions were made of Advisory Committee members. The following were present at the meeting:
 - *Steve Wallace – Project Team*
 - *Bob Schmidt – Project Team*
 - *Huey Dugas – MPO*
 - *Ron Sigler – Ascension Parish*
 - *Bob Turner – Ascension Parish*
 - *Kevin Durbin – WBR Parish*

- Peter Newkirk – EBR Parish
- Jesse Thompson – Iberville Parish
- Tom Poole – Inverville Parish
- Carl Highsmith – FHWA
- Bryan Harmon – EBR Parish
- Jimmy Durbin – Livingston Parish
- Will Clark - Livingston

QUESTIONS AND ANSWERS

- **Question:** *Is the loop definitely going to be tolled?*
- **Answer:** *Yes, primarily the loop is anticipated to be a toll facility. Traffic demands and traffic revenue will dictate the feasibility of certain routes. There are possibilities that there will be a mix between an inner and outer loop or a loop with spurs. The financial component of the project will be critical in helping to make decisions.*
- **Question:** *Can we send a staff member in our place if we can't make it?*
- **Answer:** *Yes, only if you are not able to attend due to unusual circumstances. A committee member can send a representative in their place to take notes and report back to you the discussions and outcomes of the meetings. (Note: This staff member will not be a participating member of the committee, just an observer; each AC member should make every effort to personally attend committee meetings. That way we ensure consistent and productive input from each committee member.)*
- **Question:** *Where is the meeting taking place for August?*
- **Answer:** *Ascension Parish has volunteered to host the next Advisory Committee meeting. More details to come. (Note: Location not yet determined)*
- **Question:** *How far out will the loop be?*
- **Answer:** *The project boundaries will be first thing rolled out and then corridors within these project limits.*
- **Question:** *What will be items discussed at the next meeting?*
- **Answer:** *The project boundaries will determine the outer and inner limits for where corridors will be located. The following meeting we will discuss possible corridors.*
- **Comment:** *Potential Mississippi River Bridge crossings are critical and will set the stage for corridors considered for this proposed loop. A meeting has been scheduled on 7/18 with the USACE and USCG regarding their initial feedback on possible locations for Mississippi River Bridge crossings in conjunction with this project. Another meeting will be held with River Pilots Association for their feedback as well. Once this input is gained from these agencies we will report back to you feasible locations that have been identified.*
- **Question:** *Has a FONSI or ROD been done on this project?*
- **Answer:** *No. We are currently in what DOTD would consider Stage 0 of the environmental clearance process. Next phase of the project would be NEPA which would include EIS and ROD. However, we are compiling input and data as documentation to be used later on for NEPA stage. This implementation plan is*

not another study – it is intended to show a limited number of viable alternatives for toll road. Coordination will occur now to help participation later.

- **Question:** *What are the limits of the project?*
- **Answer:** *Limits of the project will be bound by regional traffic model which covers about 90% of the regional population including WBR, EBR, Ascension, Livingston and Iberville.*
- **Question:** *Will the BR Loop be a multimodal facility to include light rail?*
- **Answer:** *Initially, the project will only include a high level freeway for passenger and truck traffic. Considerations will be made for wider corridor along some segments to accommodate light rail for future use. One example of planning & design for multi-modal facilities is the Trans-Texas Corridor. Either way, corridor preservation will be a major component of this project once corridors are narrowed down for the proposed roadway.*
- **Question/Comment:** *Corridor preservation is key element of this project.*

July 10, 2007
 Advisory & Stakeholder Committees Meeting No.1



Baton Rouge Loop

HISTORY Baton Rouge Loop

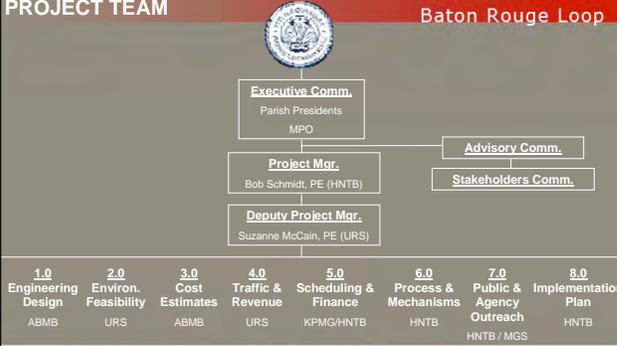
- Mid 90's - South Bypass Initial Studies
- Late 90's - South Bypass MIS
- 2004 - North Bypass Feasibility Study
- 2005 - Increased Traffic from Katrina & Rita
- 2006 - New Enabling Legislation (TMF & PPP)
- 2007 - Loop Implementation Plan



INTRODUCTIONS Baton Rouge Loop




PROJECT TEAM Baton Rouge Loop



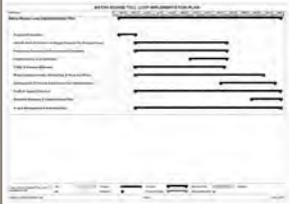
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    graph TD
        EC[Executive Comm.  
Parish Presidents  
MPO] --- PM[Project Mgr.  
Bob Schmidt, PE (HNTB)]
        EC --- AC[Advisory Comm.]
        PM --- DPM[Deputy Project Mgr.  
Suzanne McCain, PE (URS)]
        AC --- SC[Stakeholders Comm.]
        
        subgraph Phases
            P1[1.0 Engineering Design  
ABMB]
            P2[2.0 Environ. Feasibility  
URS]
            P3[3.0 Cost Estimates  
ABMB]
            P4[4.0 Traffic & Revenue  
URS]
            P5[5.0 Scheduling & Finance  
KPMG/HNTB]
            P6[6.0 Process & Mechanisms  
HNTB]
            P7[7.0 Public & Agency Outreach  
HNTB / MGS]
            P8[8.0 Implementation Plan  
HNTB]
        end
    
```



WORK PLAN – Schedule & Deliverables Baton Rouge Loop

Implementation Plan Timeline: 12 months



Deliverables: 6 Technical Memorandums & Implementation Plan



ENGINEERING & COST ESTIMATES Baton Rouge Loop

Existing Studies



South Baton Rouge Bypass (1998)

North Baton Rouge Bypass (2005)



ENGINEERING & COST ESTIMATES Baton Rouge Loop

Location

- Designation of Corridors
- Viable Mississippi River Crossings
- Constraints (environmental, development, physical, costs, etc.)

Design Features

- Number of Lanes
- Interchange Locations
- Toll Collection System
- Bridges

Project Costs

- Implementation Costs
- Operations & Maintenance Costs



ENVIRONMENTAL FEASIBILITY Baton Rouge Loop

Pre-NEPA Process

Mapping

- Major Features and Constraints
- GIS-based Constraints Mapping

Coordination

- Corridor Alignment to Minimize Impacts
- Federal, State, and Local Agencies
- Purpose and Need Statement

Analysis

- Fatal Flaw Assessments
- Matrix Assessment of Alternatives



PRELIMINARY TRAFFIC & REVENUE Baton Rouge Loop

- Updated Regional Travel Demand Model
- Demand Modeling Sensitivity Analysis
- ID effective corridors (revenue potential)
- Toll rate schedules
- Base year toll model runs
- 2032 Model runs
- Diversion/Toll Analysis
 - traffic
 - vehicle class
 - toll schedule
- Revenue estimation by scenario

SCHEDULING & FINANCING Baton Rouge Loop

New Opportunities for Funding

- Tolls
- Mobility Fund – 2006 Act 306
- Public/Private Partnerships – 2006 Act 304
- Other Opportunities

...Tolls

Current experiences in LA and polls by AGC, etc., indicate the public will strongly support tolls for new, alternative routes

SCHEDULING & FINANCING Baton Rouge Loop

Traditional vs. Toll Financing Example

Category	DOTD Cash	Construction	O & M	Toll Bonds	Mobility Fund	Total Cost
Traditional Highway Mega-project	\$400M	\$600M	\$300M	\$0M	\$0M	\$1,300M
Toll Highway Mega-Project	\$40M	\$100M	\$300M	\$100M	\$20M	\$560M

STATE CAPITAL OUTLAY: \$1 Billion vs. \$160 Million

SCHEDULING & FINANCING Baton Rouge Loop

Overall Process

Phase	Start Year	End Year
Implementation Plan	0	1
NEPA Process	1	2
Financing Package	2	3
Design & Construction	3	8
Opening and Operations	8	10

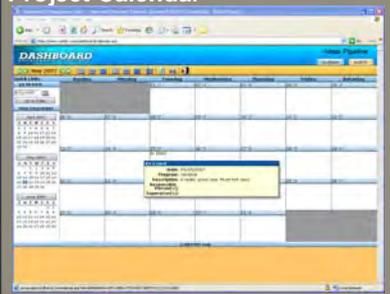
PUBLIC & AGENCY OUTREACH Baton Rouge Loop

Major Components of Outreach Plan:

- Public Information
- Public Involvement
- Agency Coordination

PUBLIC & AGENCY OUTREACH Baton Rouge Loop

Project Calendar



Project Website

IMPLEMENTATION PLAN COMPONENTS Baton Rouge Loop

- Market Testing of P3 Scenarios
- Evaluate Public-Private Model
- Evaluate Public Toll Authority Model
- Determine any New Statutory Needs
- ID of Responsible Entity
 - Local Toll Authority
 - LA Transportation Authority
 - Combination
- Corridor Preservation Strategies
- Schedule Components

- Project Development Process Chart
- Executive Summary

EXECUTIVE COMMITTEE (EC) Baton Rouge Loop

EC is decision-making body

Committee Composition

- Ascension President
- East Baton Rouge Mayor-President
- Iberville President
- Livingston President
- West Baton Rouge President

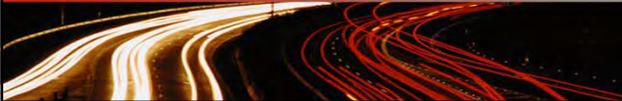
ADVISORY COMMITTEE (AC) Baton Rouge Loop

AC provides technical input and recommendations to the EC

Committee Composition

LIST ---- 2 from each parish
 MPO - 1
 LaDOTD - 2
 FHWA - 1

Total: 14 Members



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

SC provides business and community-based input to the EC

Committee Composition

Regional Stakeholders
 Parish-based Stakeholders

Recommended Stakeholder Experience

Economic Development
 Planning
 School Superintendents
 Civic Associations / Citizens



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Regional Stakeholders

LIST ---- Baton Rouge Area Chamber
 Port of Baton Rouge
 Baton Rouge Metro Airport
 Baton Rouge Area Foundation / Center for Planning Excellence
 LA Dept. of Economic Development
 LSU
 Southern University
 Baton Rouge Community College



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Parish Populations

East Baton Rouge Parish	413,700	62%
Livingston Parish	111,863	17%
Ascension Parish	94,128	14%
Iberville	29,729	4%
West Baton Rouge	20,836	3%
Total:	670,256	

Parish Populations – January 1, 2006
 US CENSUS SPECIAL REPORT



STAKEHOLDERS COMMITTEE (SC) Baton Rouge Loop

Parish-based Stakeholders

- LIST ---- East Baton Rouge – 8
- Ascension – 4
- Livingston – 4
- West Baton Rouge – 2
- Iberville – 2

Total Stakeholders Committee: 28 Members (includes 8 Regional SHs)



Committee Meetings Calendar



Baton Rouge Loop

Discussion



Baton Rouge Loop



**Baton Rouge Loop
STAKEHOLDER Committee Meeting**

August 9, 2007

10:00 am – 12:00 noon

Baton Rouge River Center Rooms 6 and 7

#1 – Needs for the Loop:

- Relieve Traffic Congestion
- Provide alternative Hurricane Evacuation Route
- WBR Parish: Intracoastal canal, alternative route, and economic development
- Iberville: Access to and from each side of the river, congestion on hwy. 30
- Livingston: Need new route rather than a temporary fix on I-12 to Walker, Hwy. 42 is a nightmare and needs traffic congestion relief
- Develop access to different regions while not taking away from existing developments
- Allow the producers to move their goods throughout the area which equals competitive business
- Improve Public Safety
- Include Freight and Passenger Rails

#2 - Communicate with Stakeholder's Community:

- Means of Communication: Newspapers, Chambers of Commerce, handouts, PowerPoint presentations, weekly electronic newsletters, public service announcements on the local radio stations, Homeowners, local churches with outreach programs
- Public Participation is critical to success.

#3 - Goal of the BR Loop:

- Reduce Traffic Congestion, Improve Economic Development
- Cause no damage to already established Business Communities
- Traffic Mitigation is the core and goal of this project and we need to make BR a positive map
- I-10 and I-12 from Houston to Gulfport is extremely congested
- Consider the freight dispersing increase after Hurricane Katrina
- Consider Emergency Response time – it would enhance response time
- Loop may attract revenue in less populated areas

#4 – Loop’s opportunities and obstacles:

- People’s Properties ~ The Key is a bulletproof plan = enormous economic development
- Toll authority in place – corridor acquisition
- Public Media – TV ads = positive light
- Appropriate sound barriers, landscaping, pedestrian crossings
- The BR Loop is an opportunity to improve our quality of life, let’s make it the finest loop ever built!



August 9, 2007
Stakeholders Committee
Meeting No.2



Baton Rouge Loop

AGENDA Baton Rouge Loop

Status Report

- RECAP OF 1ST MEETING
 - PROCESS OVERVIEW
 - PROGRESS REPORTS
- ISSUES INPUT
- WHAT'S NEXT

ENGINEERING Baton Rouge Loop

JUSTIFICATION OF PROJECT BOUNDARIES

Outer Boundary:

- Provide Congestion Relief
- Maximize Attracted Traffic
- Generate Sufficient Tolls
- Sufficient Interchange Spacing

Inner Boundary:

- Maximize Attracted Traffic
- Minimize Urban Core Impacts
- Reduce Project Costs
- Appropriate Spacing from I-10 & I-12

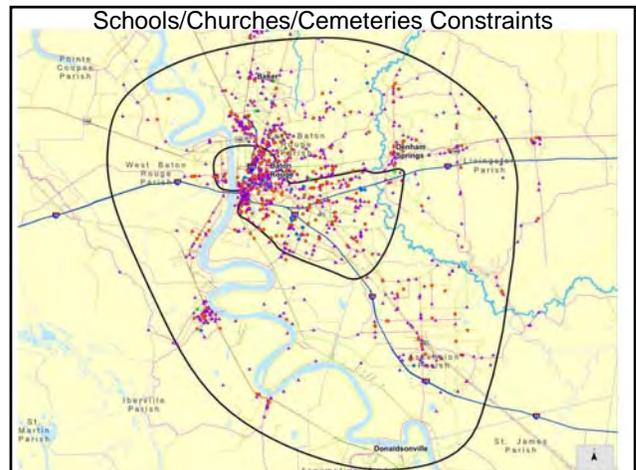
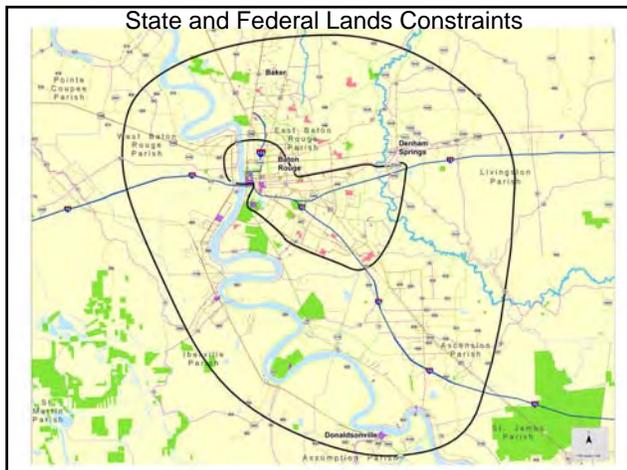
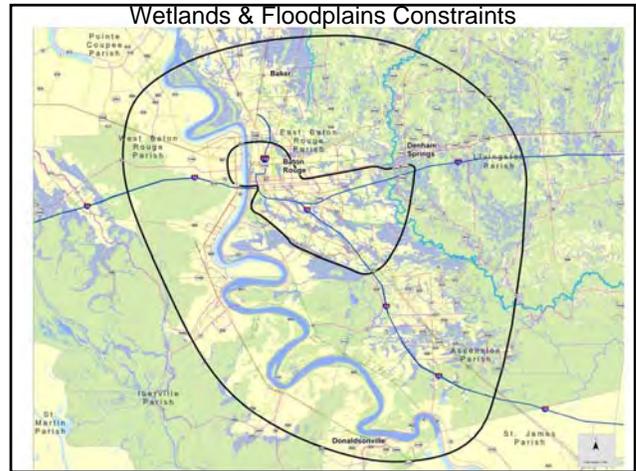
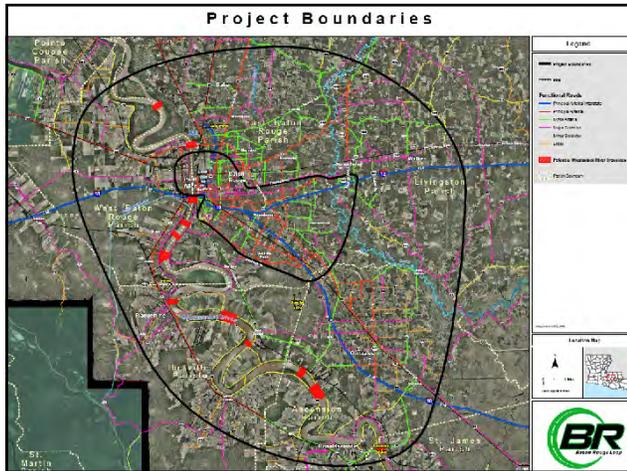


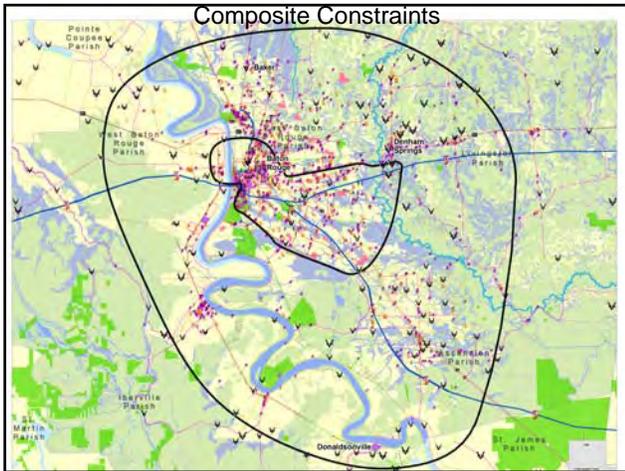
ENGINEERING Baton Rouge Loop

POTENTIAL MISSISSIPPI RIVER CROSSINGS

- Twelve (12) locations identified
- Initial meeting held with Corps & Coast Guard
- Follow up meetings with Navigation Groups
- Further Investigation:
 - River constraints
 - Landside constraints
 - Bridge considerations





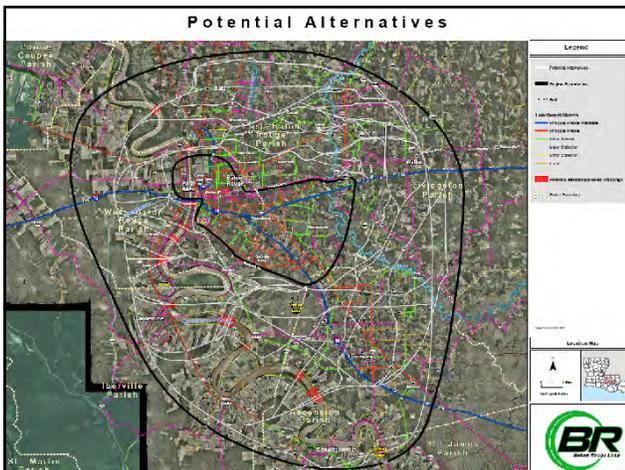


ENGINEERING Baton Rouge Loop

“SPAGHETTI” MAP

Possible Routes considering:

- MS River crossing locations
- Major constraints



ENGINEERING Baton Rouge Loop

POTENTIAL CORRIDORS

Corridors Developed

- Grouping reasonable alternatives
- Set corridor widths based on constraints
- Corridor width (1000' to 4000')

Baton Rouge Loop



What is the best way to communicate with your stakeholder community?

Stakeholder Committee Baton Rouge Loop



What needs should the BR Loop meet?

Stakeholder Committee Baton Rouge Loop



What opportunities & obstacles will the BR Loop face?

BR Loop Team Draft Baton Rouge Loop



- Reduce congestion and delay of local and through traffic (both interstate highways and principal arterials)
- Improve motorist safety
- Improve regional roadway network connectivity, access and mobility
- Improve intermodal connectivity with existing and planned facilities

BR Loop Team Draft - continued Baton Rouge Loop

- Improve regional transportation network capability to handle emergency evacuations
- Respond to legislative mandate in SAFETEA-LU to study this high-priority project



WHAT'S NEXT? Baton Rouge Loop

Within the Next Month:

Technical

- Begin Regional Transportation Model
- Complete Design Criteria
- Develop Typical Sections
- Refine Loop Corridors
- Preliminary Purpose & Need
- Agency Kick-Off Meeting

Communications and Meetings

- EC Meeting No. 3 August 16
- Website Launch
- Elected Officials Briefing September 7



WHAT'S NEXT? Baton Rouge Loop

Looking Forward:

TECHNICAL:

- Narrow down field of corridors
- Complete environmental constraints
- Develop preliminary T&R estimates
- Begin cost estimates
- Prepare evaluations procedure

COMMUNICATIONS & MEETINGS:

- Public Meetings Week of September 10
- EC Meeting #4 - September 20
- Next SC Meeting October 11
10:00 a.m. - Noon
Old State Capitol



Baton Rouge Loop






**Baton Rouge Loop
ADVISORY Committee Meeting**

October 11, 2007

10:00 am – 12:00 pm

Old State Capitol Building 2nd Floor

Introduction: Ran BR Loop video

Mike B.

- Slideshow presentation – background

Steve W.

- Update of progress since last Advisory/Stakeholder's Committee Meeting
 - Elected officials meeting – 65 attendees – lots of input
 - Parish presidents voiced their support and concerns
- Public Open Houses
 - Over 1000 attendees
 - Majority of comments were positive, some negative
 - Many attendees identified constraints (main purpose of meetings)
- Agency Kickoff Meeting
 - 23 attendees
 - Expressed need for early coordination
 - Identifying areas of maximum efficiency (in segments) is a good starting point to get revenue generated early
- Coast Guard & Corps MRB Meeting
 - Mississippi River Bridge crossing in the Missouri Bend area (near Addis, LA) was focus of meeting
 - Corps agreed to supply data to aid in study of the area of focus

Rannah

- Input from previous Advisory & Stakeholder's Committee Meetings
 - 4 questions previously sent to Stakeholder's – only 4 have responded so far

Roundtable Input

- **Jaime Setz** – FHWA – Standing in for Carl Hightower.
 - No comment
- **Bob Turner** – Director of DPW in Ascension Parish

- Concerns with “cutting Ascension Parish in half”
- Prefers either crossing to the north of the parish primarily, or to the south of the parish outside of Gonzales urbanized area (2 crossings near Prairieville/Sorrento preferred)
- Main concern of public is wanting to know NOW exactly where the loop will be located
- Would like to start reducing corridors

- **Ron Sigler** – Ascension Parish
 - Agrees with Bob Turner

- **Tom Poole** – Representative of Iberville Parish
 - Concerns about routing – would like to fine tune routing of the Loop
 - Location of new bridge crossing is also important

- **Jimmy Durbin** – Mayor of Denham Springs
 - French Settlement & Port Vincent statement: “Keep Loop away from their community”
 - Choose appropriate, select corridors to move forward
 - In favor of middle corridor on for the North Loop Route
 - Willing to do what’s necessary to get the project on its way

- **Anthony Marino** – Director of the Airport
 - Likes corridor that passes closest to the airport
 - Willing to do what’s necessary to get the project on its way

- **Gerald Burns** – Livingston Parish Planning Commission
 - Supports North Loop, middle corridor – parallel to LA1025
 - Wants a spur to connect to Juban from the middle corridor
 - Do not let few negative people stop the project.

- **Earl Doomes** – standing in for Chancellor of Southern University
 - Strongly supports the Loop
 - Willing to do what’s necessary to get the project on its way

- **Wendel Pepper** – Juban North Association
 - Wondering about timeline of the project to be constructed
 - Public wants it NOW – want to see a reduced “spaghetti bowl”, more definite layout
 - Public concerned with proximity of Loop to their residence (property value impact) – increase property values
 - Mostly good feedback

- **Eric Lewis** – BR Black Chamber of Commerce
 - Not much feedback
 - Representative will speak at next membership meeting
 - Possible concern across Greenwell Springs & Southern area (most congested)

- **Kevin Durban** – West Baton Rouge Parish

- Personal concern about “cutting West Baton Rouge in half”, Addis/Brusly community connectivity & unity
- Other officials in the parish support Loop at any practical location
- Context sensitive solutions are important in this parish

- **Jason Alkibby**
 - When presenting to public, emphasize congestion relief, back up with data
 - don’t preclude other transportation options (rail, etc.), show how Loop can accommodate these modes

- **Mark Barker – West Baton Rouge**
 - Mostly positive comments from the community, no concerns with North Loop options
 - South of I-10 wetlands impact need to be considered

- **Larry Ralfson – West Baton Rouge East Bank**
 - Public wants more specific info

- **Cynthia Stafford – Ascension Parish**
 - Overwhelming support
 - Hard to read maps – needs better detail
 - Public wants to know specific property impacts

- **Hank Grace – Iberville Chamber of Commerce**
 - Positive feedback
 - Iberville Parish NEEDS a bridge, period, “the ferry is a nightmare”. No link exists from east bank of Parish to west bank of Parish
 - Loop would be a major relief of LA 1 congestion

- **Paul Sawyer – Louisiana Economic Development (Mike Olivier)**
 - Hopes to attract business (industry & retain/grow existing)
 - Still to this point the Loop is an abstract idea until map & cost of project is refined
 - Loop will open up arteries of the Baton Rouge Area

- **Mayor of Walker**
 - Positive comments received except for those directly affected
 - Discount naysayers – “Most of them can look through a keyhole with both eyes.....Narrow Minded”

End Roundtable Comments

Rannah – AC/SC members to mark hotspots, etc. on map – circle areas of question/comment (from handout)

Bob Schmidt – Slide Presentation on Financing Options

End Meeting



October 11, 2007
Stakeholder & Advisory Committees
Joint Meeting



Baton Rouge Loop

Baton Rouge Loop



Project Video

AGENDA Baton Rouge Loop



ALTERNATIVES RECAP

OUTREACH SUMMARY

- Elected Officials Briefing
- Open Houses
- Agency Meetings

DELIVERY AND FINANCE

WHAT'S NEXT

ALTERNATIVES RECAP Baton Rouge Loop

LOOP BENEFITS

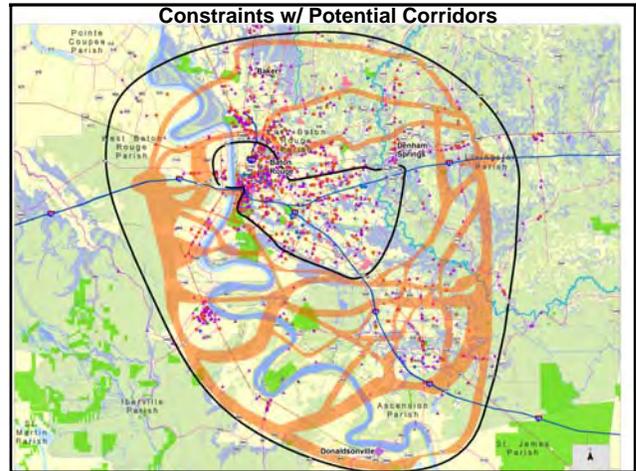
- CONGESTION RELIEF
- Choice and regional mobility
- Quality of life
- Regional competitiveness



ALTERNATIVES RECAP Baton Rouge Loop

LOOP INFLUENCING FACTORS

- Relieve existing congestion
- Minimize community impacts
- Acceptable MRB crossings
- Maximize traffic and revenue

OUTREACH SUMMARY Baton Rouge Loop

Elected Officials Briefing

- September 7
- State, regional, and local officials
- 65 attendees
- Corridors and financing
- Comments summary
 - Coordinate with multi-modal facility near Donaldsonville
 - Investigate regional & local spurs
 - Incorporate French Settlement concerns



OUTREACH SUMMARY Baton Rouge Loop

Open Houses

- September 10, 11, 12, & 13
- EBR, Livingston, WBR / Iberville & Assension
- Open House format
- 1,072 total attendance
- Corridors, environmental, & CSS
- Comments summary
 - Conversational Input
 - 99 Written Forms
 - Web site comments
 - Mostly positive feedback
 - Some neighborhood concerns



OUTREACH SUMMARY Baton Rouge Loop



Agency Kickoff Meeting

- August 28
- 10 Federal, State, & local agencies
- 23 attendees
- Corridors, constraints, & tolling
- Process & policy issues
- Comments summary:
 - Early coordination beneficial
 - Address permitting needs
 - ID segments of independent utility
 - Loop features to minimize impacts
 - Agencies support implementation
 - Agencies agreeable to provide input

OUTREACH SUMMARY Baton Rouge Loop



Coast Guard & Corps MRB Meeting

- September 18 (follow-up to Kickoff)
- Coast Guard, Corps of Engineers, & River Pilot Associations
- Specific MRB crossing locations
 - South bypass between I-10 and Missouri Bend
 - North bypass at existing U.S. 190 & above
- Marine and navigation interests
- Comments summary
 - 5 potential crossing locations identified
 - Further investigate pier arrangement & locations
 - Corps will provide river features data
 - Continue coordination with barge fleet operators & river pilots

STAKEHOLDER INPUT Baton Rouge Loop



Discussion and Input from Stakeholder and Advisory Committees

DELIVERY AND FINANCE Baton Rouge Loop

POTENTIAL DELIVERY AGENCIES

- Louisiana Transportation Authority
- Capital Area Loop Authority



DELIVERY AND FINANCE Baton Rouge Loop

POTENTIAL DELIVERY METHODS

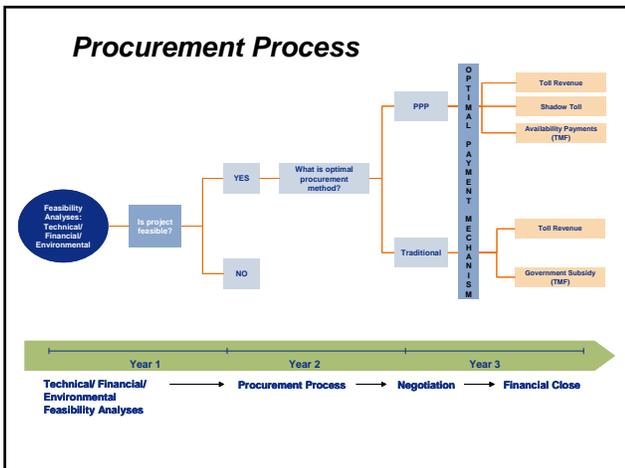
- **Traditional Toll Road (tax exempt finance)**
 - Design-bid-build or design-build (lead by toll agency)
 - O & M by toll agency
- **Public-Private Partnership**
 - Pre-development agreement (PDA) or comprehensive development agreement (CDA)
 - Design-build (lead by developer)
 - O & M by developer
- **Hybrid**
 - Are the individual loop segments revenue positive or revenue negative?
 - How does this affect the delivery decisions?



DELIVERY AND FINANCE Baton Rouge Loop

POTENTIAL FINANCING SOURCES

<p>Traditional</p> <ul style="list-style-type: none"> Tax exempt toll bonds Tifia loans Transportation Mobility Fund TIFs Federal Earmarks Other 	<p>PPP</p> <ul style="list-style-type: none"> Private equity Private debt (commercial banks) Private activity bonds Tifia Loans Transportation Mobility Fund TIFs Federal Earmarks Other
---	---

DELIVERY AND FINANCE Baton Rouge Loop

Innovative Financing Examples

- LA 1 Toll System
- Trans-Texas Corridor
- I-495 Capital Beltway Hot Lanes



Traditional Delivery – LTA

LA 1 Toll System

Project Area Legend:
 Phase 1 (Blue Solid)
 Phase 2 (Green Dashed)

Traditional Delivery – LTA

LA 1 Toll System

2nd Construction Phase
 LA1 PROJECT
 Toll Gantry
 1st Construction Phase

Gateway to the Gulf TOLL
 LA 1 Pass
 Port Fourchon ←
 Grand Isle

Traditional Delivery -- LTA

LA 1 Toll System

100 % Electronic Toll Collection

Traditional Delivery -- LTA

LA 1 Toll System

<i>Funding Sources</i>	
Senior Toll Bonds & TIFIA	\$ 136.4 M
Federal Formula Funds	\$ 42.1 M
Federal Earmarks	\$ 67.9 M
State (TTF and other)	\$ 55.2 M
CIAP, NOAA, Local	\$ 46.8 M
Total	\$ 348.4 M
<i>Funding Uses</i>	
Engineering, Studies, etc.	\$ 19.4 M
Right of Way and Utilities	\$ 8.3 M
Construction	\$ 295.9 M
Direct and Indirect Costs	\$ 24.8 M
Total	\$ 348.4 M

PPP Delivery – TTA

**TTC-35
Master Development Plan**



Texas Department of Transportation
Texas Turnpike Authority Division

July 2007



PPP Delivery – TTA

TTC-35 Master Development Plan

- Choose a *long-term strategic partner* for TxDOT
- Minimize *public* sector financial contributions
- Maximize *private* sector financial contributions
- Accelerate project delivery

TTC-35 MDP Near-Term Facilities

PPP Delivery – TTA

Near Term Facility	Facility Cost	Concession Value
TTC-35 From IH 35 at Oklahoma to US 75	\$1,185	\$(294)
TTC-35 Eastern Loop around Dallas from US 75 to IH 30	\$932	\$355
TTC-35 Eastern Loop around Dallas from IH 30 to IH 35 southeast of Dallas	\$1,504	\$492
TTC-35 From IH 35 near Hillsboro to North of Temple	\$1,101	\$580
TTC-35 From North of Temple to SH130 in Georgetown	\$1,018	\$418
TTC-35 Southeastern Loop around San Antonio from IH 10 to IH 37	\$1,308	\$409
TTC-35 Southwestern Loop around San Antonio from IH 37 to IH 35	\$422	\$(269)
Near Term Connecting Facility		
Connecting Facility Dallas SE to Waxahachie	Under development	Under development
Connecting Facility Dallas Fort Worth Southern Loop	Under development	Under development
Connecting Facility SH 130 Segments 5 and 6 from US 183 to IH 10	\$1,350	\$270
Facility Termini		
Totals:	\$8,820	\$1,961



PPP Delivery – TTA

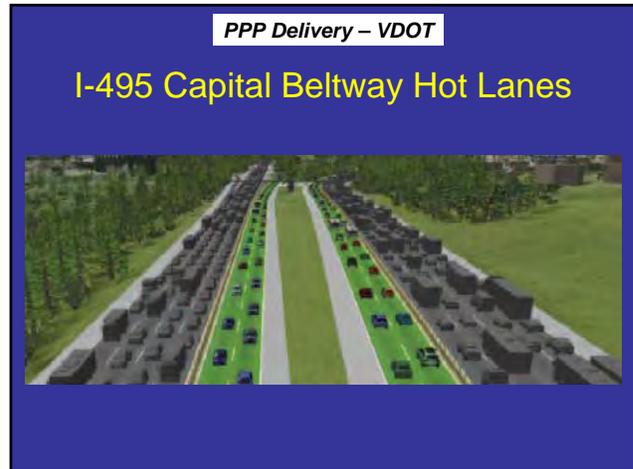
TTC-35 Funding the Near-Term Facilities

Funding Sources

Developer Equity	\$ 3,074 M
TIFIA or PAB	\$ 4,596 M
Other Debt	\$ 596 M
Public Funds	\$ 563 M
<i>Total</i>	<u>\$ 8.8 B</u>

Funding Uses

Design & Engineering	\$ 1,774 M
Right of Way	\$ 989 M
Construction	\$ 6,058 M
Payment to TxDOT	\$ 1,961 M
<i>Total</i>	<u>\$ 10.8 B = \$8.8 B + \$1.96 B</u>



PPP Delivery – VDOT

I-495 Capital Beltway Hot Lanes

Funding Sources

Private Activity Bonds (PABs)	\$ 800 M
Private Equity	\$ 350 M
Government Subsidy	\$ 400 M
Subordinated Debt (TIFIA?)	\$ 150 M
<i>Total</i>	<u>\$ 1.7 B</u>

Funding Uses

Design and Construction	\$1.5 B
Right of Way Acquisition and Other	\$0.2 B
Transaction Costs	
<i>Total</i>	<u>\$ 1.7 B</u>

DELIVERY AND FINANCE Baton Rouge Loop

Doing Deals:

- *No standard template*
- *Deals are uniquely tailored for each project*
- *Deals evolve as project planning evolves*

WHAT'S NEXT? Baton Rouge Loop



Technical

- Traffic & Revenue Analysis
- Refine Corridors
- Finance Modeling

Communications and Meetings

- EC Meeting No. 4 October 18
- EC Meeting No. 5 November 15
- AC and SC Meeting No. 4 December 6

Baton Rouge Loop



**Project Name**

BR Loop Implementation Plan

Date of Meeting

April 10, 2008

LocationURS Corporation,
Baton Rouge**Purpose of Meeting**Joint Stakeholder Committee &
Advisory Committee Meeting**Time**

10:30 am – 12:00 pm

MEETING SUMMARY

Members of the Stakeholder Committee and Advisory Committee were welcomed by **Mike Bruce**, ABMB Engineers, and given a brief overview of the project and project timeline.

Rannah Gray, MGS, explained the latest public involvement efforts, including the recent round of public meetings—February 25-28 and March 3—held in each of the five parishes and the Executive Committee's trip to Texas to tour toll facilities in Austin and Dallas.

Walter Monsour, Chief Administrative Officer for Mayor Kip Holden, briefly discussed his experience on the Texas tour and reiterated the knowledge and perspective gained on the trip. Monsour also encouraged the committee members to remain engaged in the process and to support the project going forward from the Implementation Plan phase to the Tier 1 EIS phase.

Steve Wallace, ABMB Engineers, then began the workshop session of the meeting, presented the most recent corridor refinement map (last edited February 2008) and discussed in detail corridor refinements that will be recommended to the Executive Committee April 17, 2008.

A summary of Wallace's discussion follows:

- Project limits defined
- All considered corridors for the BR Loop project are visible on the map
- Entering the next phase of the project, the recommended corridor(s) will be a starting point going forward; corridor(s) may have to be adjusted in the Tier 1 EIS phase
- **West corridor (north of I-10) details**
 - Two corridors begin west of LA 415 and intersect I-10 progressing north and east across the Mississippi River
 - Both corridors will remain recommended to the Executive Committee



- **North corridor details (north of I-12)**
 - Airline Highway to Florida Blvd. proposed corridor will be eliminated based on impacts; elevated roadway may be necessary; corridor would be costly to construct; there are more feasible routes to consider
 - Extreme north bypass will be reinstated based on revised traffic study, elected official input and recent population growth in the area; higher projected traffic counts warrant reinstatement
 - Will recommend corridor south of Hooper Road to Watson that extends north of Denham Springs in Livingston Parish
 - Proposed corridor in the Walker area will intersect I-12 approximately two miles east of Walker exit and extend to the west of the existing landfill; corridor will also extend across edge of industrial park and will remain east of LA 449; proposed changes in response to public input; will miss most major developments
- **East corridor details (I-12 to I-10)**
 - Spacing issues exist with respect to existing interstate interchanges
 - Corridor will be “thinned” to 1000-1500 feet through Weyerhaeuser property; goal of project is to thin corridor, push it eastward, and minimize impact while utilizing the Weyerhaeuser property
 - Public input suggested major impacts to LA 42, Spanish Lake, Bayou Manchac and subdivisions and neighborhoods in the area
 - LA 42 corridor will be recommended for elimination; significant milestone for the project; traffic volume concerns also warranted LA 42 elimination
 - Remaining corridors minimize environmental impacts
 - LA 431 corridor will also be recommended for elimination; this recommendation is from a culmination of public input
 - The east bypass recommended corridor will be shifted to the eastern side of the corridor along seam between growing developments and the floodplains and wetlands
 - Project Team is also taking into consideration a proposed subdivision in Ascension Parish; have worked diligently to balance impacts between development and environmental concerns
 - Southern end of east bypass will tie into LA 30 (Nicholson) and split between two recommended corridors
 - Two options: parallel existing LA 30 or existing power line; power line option will minimize impacts
- **South corridor details**
 - There are two possibilities
 - Mississippi River crossing south of Plaquemine will be recommended; this crossing would tie in on the east bank near St. Gabriel; there were initial traffic volume concerns but feel this route is still feasible
 - Respects Iberville Parish wish for bridge
 - Second option is to parallel corridor along existing LA 30 or on the west side of the railroad; local traffic would be maintained for free on frontage



roads; corridor would turn west near Gardere/GSRI area and across LSU Ag Center property

- **West corridor details (south of I-10)**

- There are multiple river crossings shown in West Baton Rouge Parish
- Project Team has discussed bridge crossings in greater detail with USCG and USACOE and will continue to do so in the next phase of the project
- The Cinlaire river crossing will be eliminated; historical site
- River crossing south of Addis will be eliminated as well as river crossing farther south in West Baton Rouge Parish
- A new river crossing has been identified north of Addis and south of Brusly to connect with LA 30 on the east bank
- West corridor would stretch from I-10 west of LA 415 south to proposed crossing and eastward across Mississippi River

Bob Schmidt, HNTB Corporation, thanked Monsour for his remarks and enthusiasm and passion for the project. Schmidt reviewed with the committee members the project schedule and transition from the Implementation Plan phase to the Tier 1 EIS phase. He explained the difference in outcomes between the Tier 1 EIS (corridor) and the Tier 1 EIS (alignment).

He reiterated that the Tier 1 EIS phase would be led by FHWA as the federal agency and the Capital Area Expressway Authority (CAEA) as the state authority. Schmidt noted that other agencies including LA DOTD and the USCG would participate as cooperating agencies.

In closing, he also noted that the Stakeholder Committee and Advisory Committee would remain an integral part of the process during the Tier 1 EIS phase.

Committee members were then encouraged to ask questions.

A summary of questions/comments and answers follows:

Are there concerns about using the existing US 190 bridge as a component of the project given known environmental issues near the bridge?

A study of the site, should the bridge be utilized, will be needed.

Will a spur at Juban Road exit be included?

Potential spurs will be evaluated and discussed in the Implementation Plan report for further study in the Tier 1 EIS phase; a map of potential spurs will also be included



Would LA 447 be widened to help traffic flow to the loop?

This example, and similar situations, will be examined in the next phase of the project.

Is the new route near Port Vincent? Is Port Vincent back in the affected area?

No; Port Vincent remains out of the proposed corridor

Where is the project relative to the drawbridge in Livingston Parish?

The project is upstream from the drawbridge.

Will the remaining corridors still be 4000 feet wide?

Yes. Most corridors remain 4000-5000 feet wide; the east bypass is approximately 1000-1500 feet wide to minimize impacts

The new proposed crossing near Addis crosses a point bar on the east bank of the river; the soil may not be stable enough to support foundations.

This is a concern that will be further evaluated.

Maritime industry does not have problems with north route at Port Hudson; is concerned about the Addis crossing; completely objects to the a new bridge near US 190; has no concerns about a bridge crossing south of Plaquemine.

Project Team is scheduled to tour proposed river crossing locations for further evaluation.

Will these proposed routes be presented to the Executive Committee?

Yes.

There is little opposition in Iberville Parish to the proposed bridge crossing there; parish supports loop in Iberville.

Will there be a public information campaign to dispel myths and rumors about the project?

Executive Committee plans to begin meetings with organizations in all parishes including chambers of commerce, etc. to seek endorsements and support of the project.



What was timeframe for Austin toll facility?

It took Austin 15 years; Baton Rouge hopes to complete the process in eight or nine years; public-private partnership will speed the process; Baton Rouge has benefited from technology and legislation

What is timing of the chamber meetings?

These meetings will start very soon; presentations will begin in April.

What about independent utility?

This must be constructed as an entire package; however, it will be phased in.

Coordination with LA DOTD is essential to the success of the project; FHWA will continue to be involved but LA DOTD must be brought into the process.

Technical agencies (FHWA and LA DOTD) will ultimately run this project; LA DOTD had a conflict with the meeting today and has been briefed on the project several times

USCG would hate to be brought in on the back end and not involved and then have to tell the Project Team it will not work; agencies do not want to be a stumbling block to the project's success.

The meeting adjourned at approximately 12:00 p.m.



**Baton Rouge Loop
ADVISORY Committee Meeting**

August 9, 2007

1:30 pm – 3:00 pm

Baton Rouge River Center Room 5

East Baton Rouge Parish

- Improve access to Airport
- North Bypass results were GOOD
- South Bypass is the BIGGEST ISSUE
 - Corridor north of Spanish Lake is very low, which could be a problem
 - Tr. Plant @ Gardere/LA 30
 - Brusly & Addis Mississippi River Bridge crossings in bayou Fountain is very low
 - Nicholson Alignment???
 - River Road Spur to CBD = VERY CONSTRAINED

Livingston Parish

- Satisfied with “Middle” Corridor from North Bypass Study
- AVOID Juban Road area
- North of port Vincent = GOOD
- LA 449, 447, and 16 = GOOD ACCESS POINTS
- Middle Corridor at River = MOST LIKELY
- Diversion Canal Area (most Southerly) is high dollar homes
- AVOID South point subdivision on LA 16

Ascension Parish

- Spanish Lake routes – few displayed and simpler R/W acquisitions
- Middle routes through Gonzales = PROBLEMATIC
- Outer route may have too little traffic
- Sorrento Area = BAD – too close to the Sunshine Bridge

Iberville Parish

- Plaquemine Pointe alternative = PROBLEMATIC
- Bayou Paul Lane – New Development = RESISTANCE

- Alligator Bayou = ACTIVE ENVIRONMENTALLY
- Suggestion: consider a route along LA 77 (only 20 camps along route) and tie to I-10 at Grosse Tete =FEWER WETLAND IMPACTS

West Baton Rouge Parish

- Any tie into West will cause impacts to wetlands North of I-10
- Keep an eye on Oberstar Bill regarding crossing navigable waters
- Need new crossing of Intracoastal NW



August 9, 2007
Advisory Committee
Meeting No.2



Baton Rouge Loop

AGENDA Baton Rouge Loop

- STATUS REPORT
 - RECAP OF 1ST MEETING
 - PROCESS OVERVIEW
 - PROGRESS REPORTS
- ISSUES INPUT
- WHAT'S NEXT



RECAP OF 1ST MEETING Baton Rouge Loop

RECAP OF 1ST MEETING

1. Purpose of Committees
2. Schedule of Meetings
3. Breakout Work Session



PROCESS OVERVIEW Baton Rouge Loop

PROCESS OVERVIEW

Implementation Plan – 12 months

- Engineering and route location
- Environmental constraints
- Traffic and revenue
- Financial packages
- Process and schedule for implementation



PROCESS OVERVIEW (Cont'd) Baton Rouge Loop

PROCESS OVERVIEW (Cont'd)

NEPA Phase (EIS and ROD) – 2 to 3 years

- Detailed alignment, interchanges, and R/W
- Commitments and mitigation measures

Financial Design and Packaging – concurrent w/ EIS

Design, R/W, Construction, and Opening – 4 to 6 yrs

- Project segmentation and phasing



PROGRESS REPORTS Baton Rouge Loop

- **Public and Agency Coordination**
- **Environmental**
- **Engineering**
 - River Crossings
 - Corridors



PUBLIC & AGENCY COORDINATION Baton Rouge Loop



- Early Coordination Meetings
 - DOTD & FHWA (7/05/07)
 - USACE & USCG (7/18/07)
- Agency Kickoff Meeting (8/28/07)
- Elected Official Briefing (9/7/07)
- Draft Public Involvement Plan
- Draft Agency Coordination Plan

PRE-DRAFT PURPOSE & NEED Baton Rouge Loop

- Reduce congestion and delay of local and through traffic (both interstate highways and principal arterials)
- Improve motorist safety
- Improve regional roadway network connectivity, access and mobility
- Improve intermodal connectivity with existing and planned facilities



PRE-DRAFT PURPOSE & NEED (Cont'd) Baton Rouge Loop

- Improve regional transportation network capability to handle emergency evacuations
- Respond to legislative mandate in SAFETEA-LU to study this high-priority project



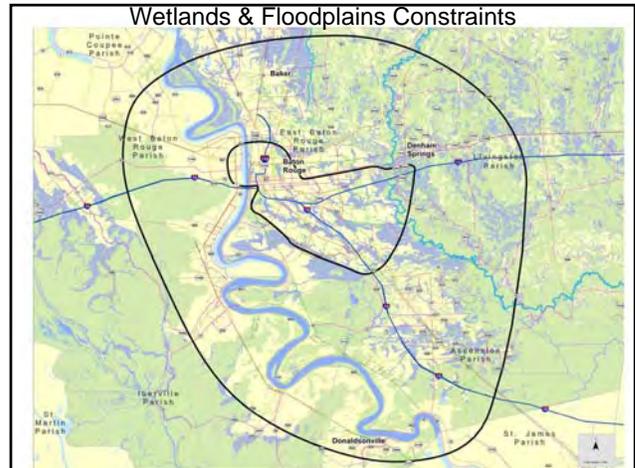
ENVIRONMENTAL CONSIDERATIONS Baton Rouge Loop

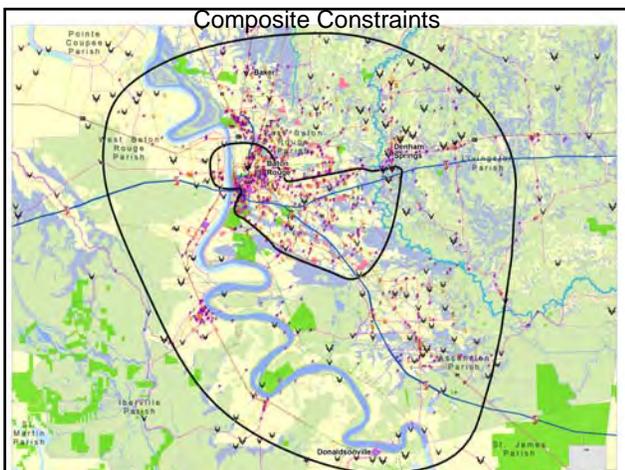
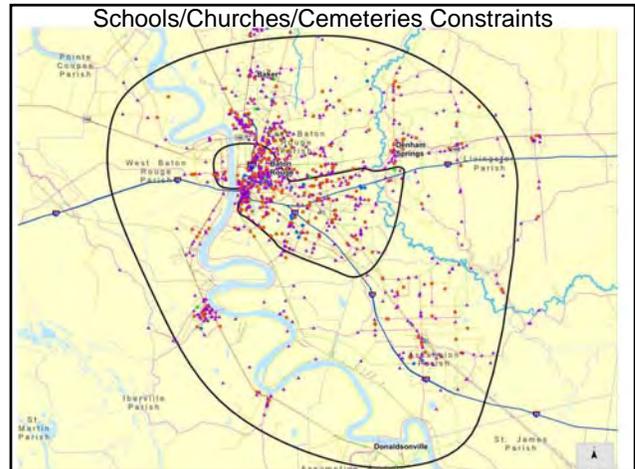
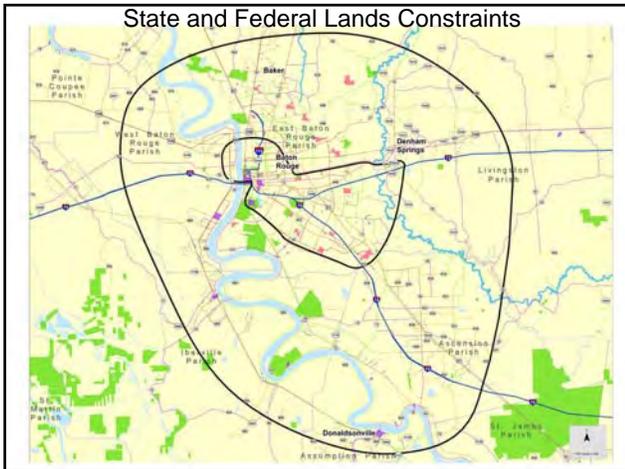
- Hydric Soils (Wetlands)
- Federally-Protected Flora and Fauna (sighting records and known critical habitat)
- Local, State and Federal Lands
 - Wetland Mitigation Areas and Reserve Parcels
 - Wildlife Management Areas
 - Schools and Research areas



ENVIRONMENTAL CONSIDERATIONS Baton Rouge Loop

- Waterbodies (Streams and Lakes)
- Scenic Stream reaches of waterbodies
- Floodplains/drainage
- Properties, structures, and buildings on the NRHP
- Existing and new developments
- Parklands and recreational facilities
- Community services and facilities



ENGINEERING Baton Rouge Loop

JUSTIFICATION OF PROJECT BOUNDARIES

Outer Boundary:

- Provide Congestion Relief
- Maximize Attracted Traffic
- Generate Sufficient Tolls
- Sufficient Interchange Spacing

Inner Boundary:

- Maximize Attracted Traffic
- Minimize Urban Core Impacts
- Reduce Project Costs
- Appropriate Spacing from I-10 & I-12

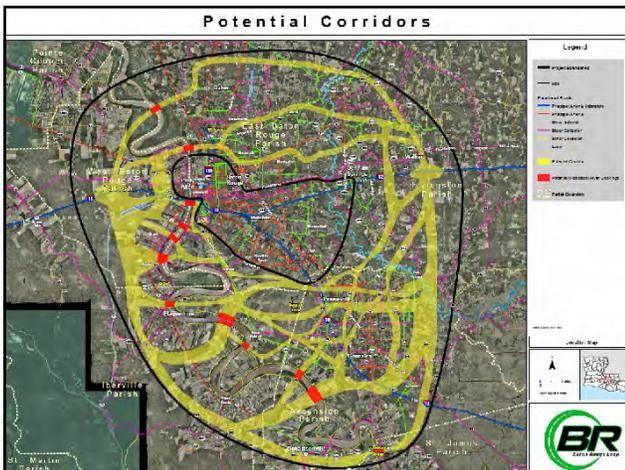
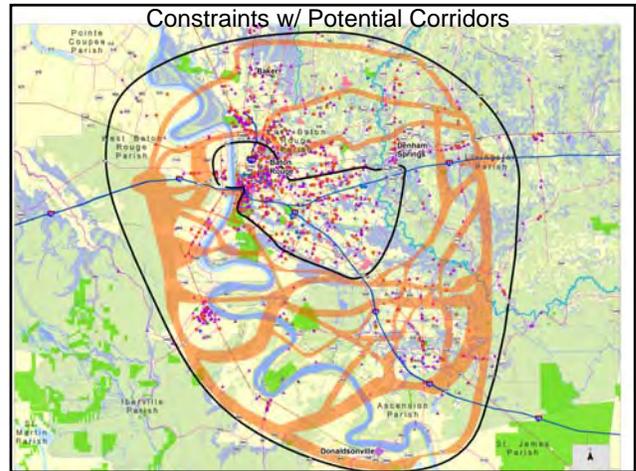


ENGINEERING **Baton Rouge Loop**

POTENTIAL CORRIDORS

Corridors Developed

- Grouping reasonable alternatives
- Set corridor widths based on constraints
- Corridor width (1000' to 4000')

ISSUES and INPUT **Baton Rouge Loop**

ISSUES and INPUT:

- Purpose and Need
- Constraints
- Corridors
- Other Issues



WHAT'S NEXT **Baton Rouge Loop**

Within the Next Month:

Technical

- Begin Regional Transportation Model
- Complete Design Criteria
- Develop Typical Sections
- Refine Loop Corridors
- Website Rollout
- Preliminary Purpose & Need

Communications and Meetings

- EC Meeting No. 3 August 16
- Agency Kick Off Meeting August 28
- Elected Officials Briefing September 7

WHAT'S NEXT **Baton Rouge Loop**

Looking Forward:

Technical

- Narrow down field of corridors
- Complete environmental constraints
- Develop preliminary T&R estimates
- Begin cost estimates
- Prepare evaluations procedure

Communications and Meetings

- Public Meetings Week of September 10
- Next EC Meeting September 20
- Next AC Meeting October 11

BATON ROUGE LOOP IMPLEMENTATION PLAN

Public Meetings Report

First Round

September 2007



PUBLIC MEETING SUMMARY

Handouts

Exhibits

Comments

Pictures

**BATON ROUGE LOOP IMPLEMENTATION PLAN
PUBLIC MEETINGS REPORT**



The first round of public meetings for the Baton Rouge Loop Implementation Plan was held on September 10-13, 2007 to inform the public about the project, and obtain public comments that would be useful in identifying constraints and modifying corridors. The schedule of meetings was as follows:

EAST BATON ROUGE- 10 Sep 2007

BREC Headquarters Building
6201 Florida Boulevard
Baton Rouge, LA 70806
4:00 p.m. - 7:00 p.m.

LIVINGSTON- 11 Sep 2007

North Park Recreation Center
30372 Eden Church Road
Denham Springs, LA 70726
4:00 p.m. - 7:00 p.m.

WEST BATON ROUGE / IBERVILLE- 12 Sep 2007

Addis Community Center
7828 Highway 1 South
Addis, LA 70719
4:00 p.m. - 7:00 p.m.

ASCENSION- 13 Sep 2007

Gonzales Civic Center
219 S. Irma Boulevard
Gonzales, LA 70737
4:00 p.m. - 7:00 p.m.

This report contains a project information and information regarding the public meetings.

Project History

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been discussed for decades and studied extensively. In the Mid 1990's, the South Bypass was studied, followed by a Major Investment Study in the late 1990's. In 2004, a feasibility study was completed for the North Bypass. In 2005, Hurricanes Katrina and Rita increased traffic in Baton Rouge to the 20 year-projected volume overnight. Congestion plagued the interstates and arterials, and the need for transportation improvements became more critical than ever before.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects have been unable to keep up with transportation demands. In 2006, legislation became available that would make new financing models possible - the Transportation Mobility Fund and Public-Private Partnership. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

The Implementation Plan

The Implementation Plan for the Baton Rouge Loop is funded by East Baton Rouge Parish. For the contract, which spans from May 2007 to May 2008, a team of industry leaders chosen by the East Baton Rouge Engineer Selection Board was selected to determine potential corridors and financing.

Components of the Implementation Plan will be:

- 1) Identify Corridors and Design Features for the Baton Rouge Loop
- 2) Assess Environmental Feasibility and Permitting
- 3) Develop Cost Estimates
- 4) Estimate Traffic Patterns and Revenues for the Loop
- 5) Prioritize the Process and Schedule for Construction and Financing

Project Team

The project is managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. In addition, an Advisory Committee was formed by representatives chosen by the Executive Committee to provide technical assistance, coordinate with appropriate agencies and provide expert advice and counsel. Each Parish President selected two members to serve on this committee, as well as regional members. A Stakeholders Committee was formed to ensure that stakeholders from each parish were involved from the early stages of the project. Regional stakeholders were chosen and representatives for each parish based on population.

The consulting team consists of three engineering firms - ABMB Engineers Inc., URS Corporation and HNTB Corporation – a public relations firm, Marmillion Gray and Sabiston, and a financing firm, KPMG.



Public Meetings

A key component of the success of the Baton Rouge Loop is public outreach to assure that the Implementation Plan includes input from the five parishes impacted by the Baton Rouge Loop.

Throughout the development of the Implementation Plan, the Baton Rouge Loop team will conduct public meetings throughout the five parishes to assure the interests and needs of communities within these parishes are carefully considered. Citizens in the five parishes are invited to contact the Baton Rouge Loop team to provide input or request additional information.

Over 1,000 citizens attended the first round of public meetings.

Parish	Attendees
East Baton Rouge	133
Livingston	337
West Baton Rouge/ Iberville	265
Ascension	337
TOTAL:	1,072

The purpose of the meetings was to provide input and obtain public comments. All handouts and comment forms from the four meetings are contained in the report. The meetings each had seven stations which guided the citizens through the process.

Station 1: Registration – Attendees were asked to sign in and provide an email address if they wished to receive meeting notifications regarding the Loop.



Station 1: Registration

Station 2: Project Video – Attendees were given a fact sheet with project data and shown a short video presentation introducing the Loop project.



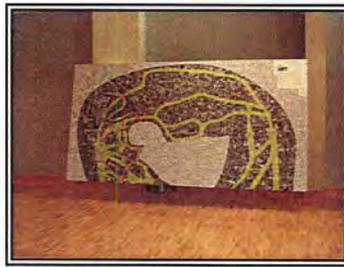
Station2: Project Video

Station 3: Project Timeline – Attendees were shown a project timeline documenting the steps until the Loop is open to traffic.



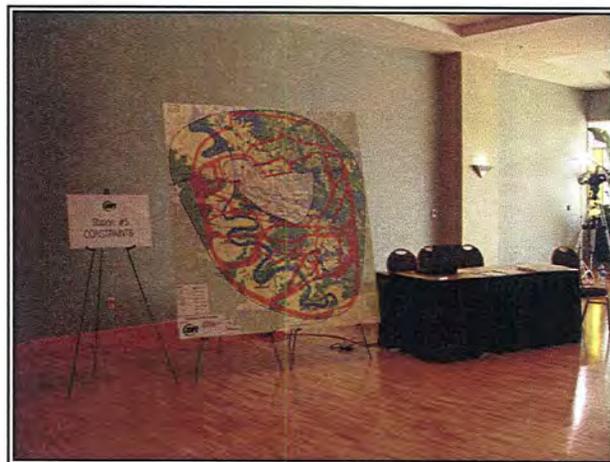
Station 3: Project Timeline

Station 4: Corridors - Attendees viewed large exhibits showing all potential corridors for the Loop with an aerial background.



Station 4: Corridors

Station 5: Constraints – Attendees viewed an exhibit showing all constraints (ie, wetlands, schools, cemeteries, churches and archeological sites). Attendees were encouraged to inform the Team of any constraints that were not shown.



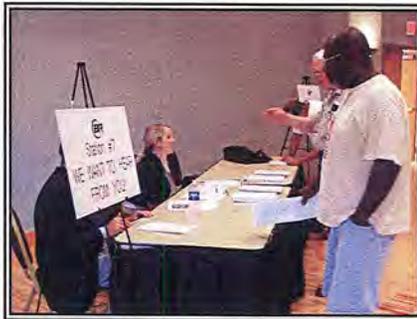
Station 5: Constraints

Station 6: Potential Community Improvements – Attendees viewed exhibits of potential improvements that the Loop could provide to be incorporated into the community. These included murals, decorative structures, bike paths and walkways.



Station 6: Potential Community Improvements

Station 7: We Want to Hear from You – Attendees were invited to complete comment cards about the project. Attendees had the option of completing the card at the meeting, completing the card after the meeting and faxing it back or submitting comments at www.BRLoop.com on the project website.



Station 7: We Want to Hear from You

Information obtained from the public meetings will be considered and used to assist in narrowing or eliminating corridors. The next series of public meetings are expected to be held in January or February 2008.

Public Meeting Summary

HANDOUTS

Exhibits

Comments

Pictures

PUBLIC MEETING STATION CHECKLIST**STATION 1 – REGISTRATION**

Sign up here to receive future meeting notices on the BR Loop.

STATION 2 – PROJECT VIDEO

Make sure you pick up a FACTSHEET on the BR Loop and watch the video for an introduction to the project.

STATION 3 – PROJECT TIMELINE

See the steps the BR Loop project will go through before you can drive on it.

STATION 4 – CORRIDORS

View the potential proposed corridors for the BR Loop. Talk with team members to learn about each corridor.

STATION 5 – CONSTRAINTS

We want to know what potential trouble spots there are for the location of the BR Loop. Show us your thoughts using DOTS on the map.

STATION 6 – POTENTIAL COMMUNITY IMPROVEMENTS

How can the Loop fit in with the character of my community? View images showing potential improvements to the community that the BR Loop project could incorporate.

STATION 7 – WE WANT TO HEAR FROM YOU!

Ask project team members questions about the BR Loop. Take an opportunity to fill out a written comment card.



www.BRLoop.com

PUBLIC PARTICIPATION

PUBLIC "OPEN HOUSE" MEETINGS

First round of public "Open Houses" to provide information and to receive public input and comments on the BR Loop project are held in September from 4:00 – 7:00 p.m. in following locations:

East Baton Rouge Parish (09.10.07)

BREC Headquarters, 6201 Florida Blvd., Baton Rouge

Livingston Parish (09.11.07)

North Park Recreation Center, 30372 Eden Church Road, Denham Springs

West Baton Rouge / Iberville Parishes (09.12.07)

Addis Community Center, 7828 Highway 1 South, Addis

Ascension Parish (09.13.07)

Gonzales Civic Center, 219 South Irma Blvd, Gonzales

A second round of public "Open Houses" will be held February 25 – 28, 2008.

BRLoop.com

WEBSITE FEATURES FOR MORE INFORMATION

The BRLoop website can be a handy feature for staying current on the process, planning and progress. Click on BRLoop.com for the latest information:

- Project and meeting schedules
- Meeting reports
- Maps
- Links to related sites
- Contact for feedback and questions.



www.BRLoop.com

FACT SHEET

PROGRAM OVERVIEW

East Baton Rouge Parish is funding the development of an Implementation Plan for a traffic loop around the City of Baton Rouge to relieve traffic congestion in our growing region. From May 2007 - May 2008, a team of industry leaders chosen by the East Baton Rouge Engineer Selection Board will determine, among other things, the Loop corridor and financing models for construction.

The process will be managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. Additionally, Stakeholder and Advisory committees meet regularly to ensure that agencies, communities or organizations impacted by development of the BR Loop have opportunity for input into the planning process.

Components of the Implementation Plan include:

- Location
- Assessment of traffic and revenue potentials
- Develop financing plan
- Develop phasing plan for construction
- Public outreach and community involvement

HISTORY

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been considered for decades and studied extensively -- in the mid-1990's, again in the late 1990's for a southern bypass and most recently in 2004 for a northern bypass.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects, which include state and federal gas taxes, have been unable to keep up with transportation demands, a common national trend for large highway projects. In communities such as Baton Rouge, which has a high growth rate and ever-increasing traffic congestion, the need is critical for new financing models.

East Baton Rouge and surrounding parish leaders recognize the demands on the current highway system and are exploring new models of finance, including tollways.

INNOVATIVE FINANCING

Perhaps the most important element in current plans to move forward on the Baton Rouge Loop is that opportunities for financing are in place that have not been available in the past.

These new financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

As Louisiana moves forward with these new financing models, it is important for the Baton Rouge Loop program to be a top priority in terms of grants from the Mobility Fund and for consideration of private investments.

NO ROADS, SLOW ROADS, OR TOLL ROADS...

The Louisiana Legislature recognizes that new models of finance are needed, too. State legislation was enacted in Louisiana in 1997, 2001 and 2003 regarding the creation of toll authorities to plan, design, construct, and operate toll roads. This legislation includes a bill that permits the formation of local toll authorities for any Parish or contiguous Parishes in the state (1997), the Louisiana Transportation Authority (LTA) which has statewide jurisdiction for toll roads (2001), and the LMEC toll authority charged specifically with implementing a loop around Lafayette (2003). These actions by the legislature indicate an understanding and recognition of the need for highway improvements in Louisiana and the lack of funding available from traditional sources to implement these improvements.

PUBLIC-PRIVATE PARTNERSHIP (PPP) LEGISLATION

In 2006 Act 304 became law providing the opportunity for private investment in Louisiana's transportation system. This legislation provides another tool to develop comprehensive financing arrangements and new methods of project delivery. The PPP approach, like the Mobility Fund, will be geared to projects that are viable as toll road projects. The PPP legislation can be used in combination with the Mobility Fund legislation and other financing components to help craft creative financing packages.

PRE-DRAFT PURPOSE, NEEDS & BOUNDARIES

Stress on the current roadways system in the region and an influx of residents beyond anticipated growth patterns provided the context for advancing purposes and needs relevant to the current transportation environment. These include:

- Reduce congestion and delay of local and through traffic
- Improve motorist safety
- Improve regional roadway network connectivity, access and mobility
- Improve inter-modal connectivity with existing and planned facilities
- Improve regional transportation network capability to handle emergency evacuations
- Respond to legislative mandate in SAFETEA-LU to study this high-priority project.

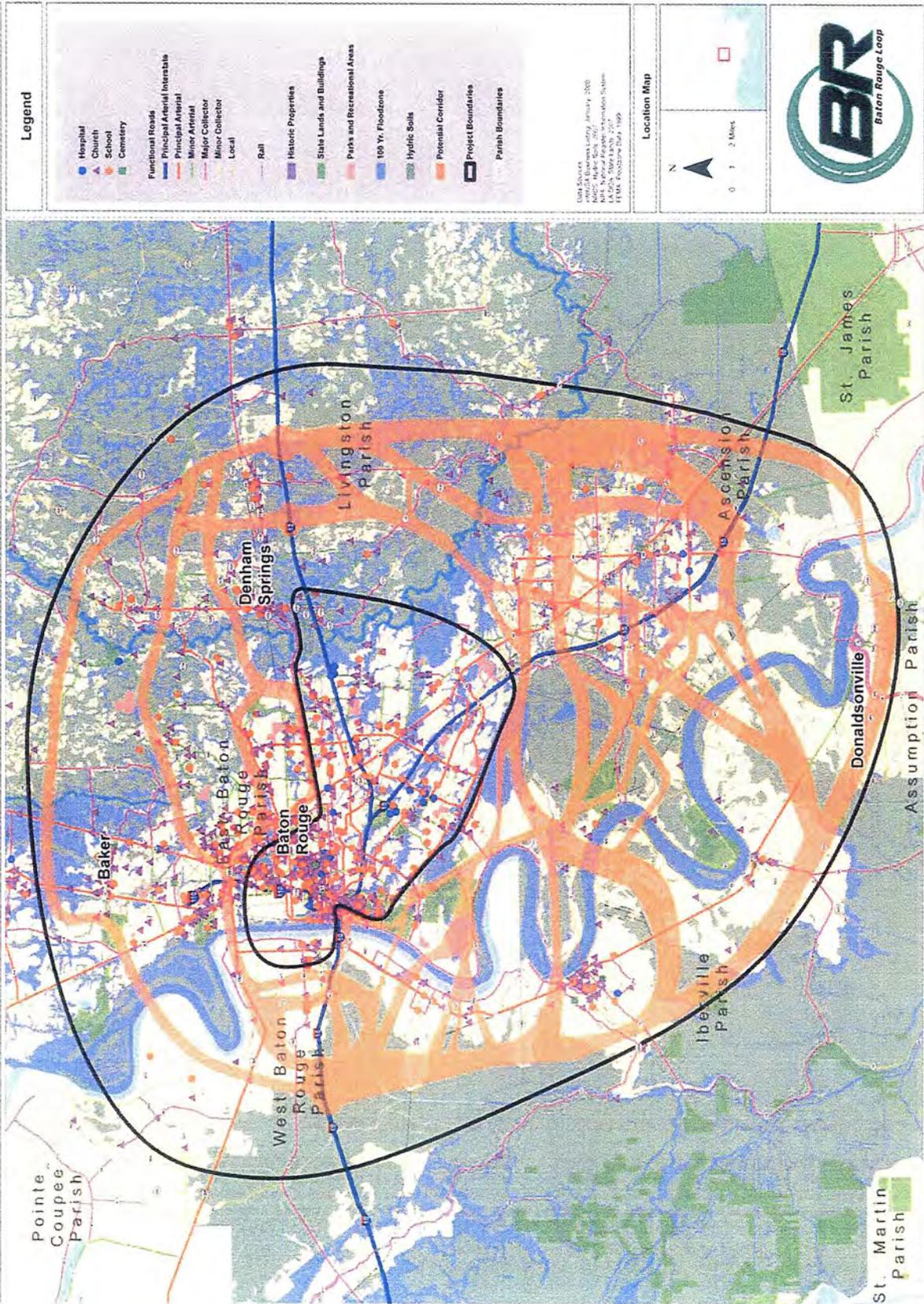
To justify consideration of project boundaries a set of assumptions guides the planning process:

- Outer Boundary
 - Provide congestion relief
 - Maximize attracted traffic
 - Generate sufficient tolls
 - Allow for sufficient interchange spacing
- Inner Boundary
 - Maximize attracted traffic
 - Minimize urban core impacts
 - Reduce project costs
 - Appropriate spacing from I-10 & I-12

PROJECT SCHEDULE FOR BR LOOP



Constraints With Potential Corridors



Public Meeting Summary

Handouts

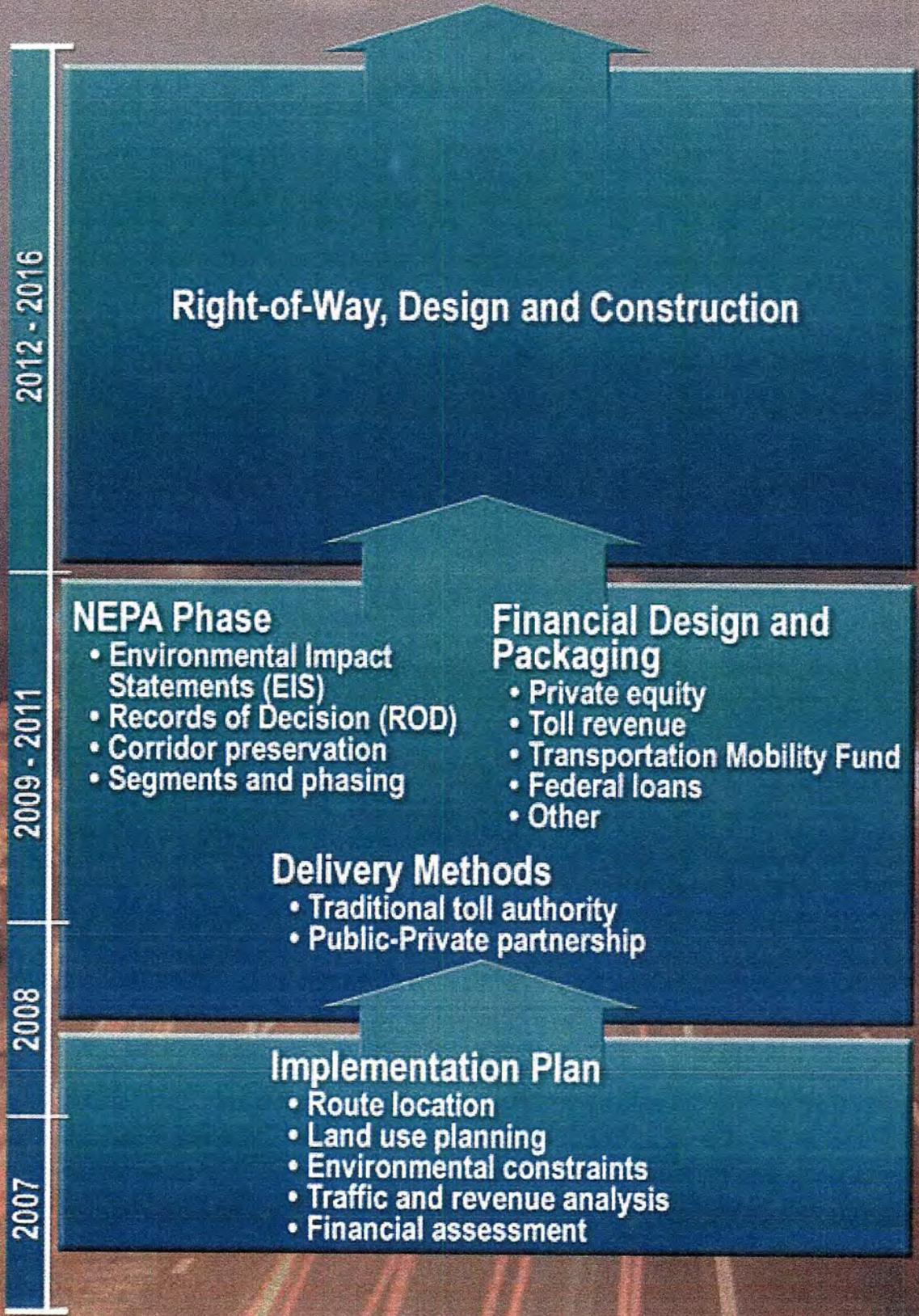
EXHIBITS

Comments

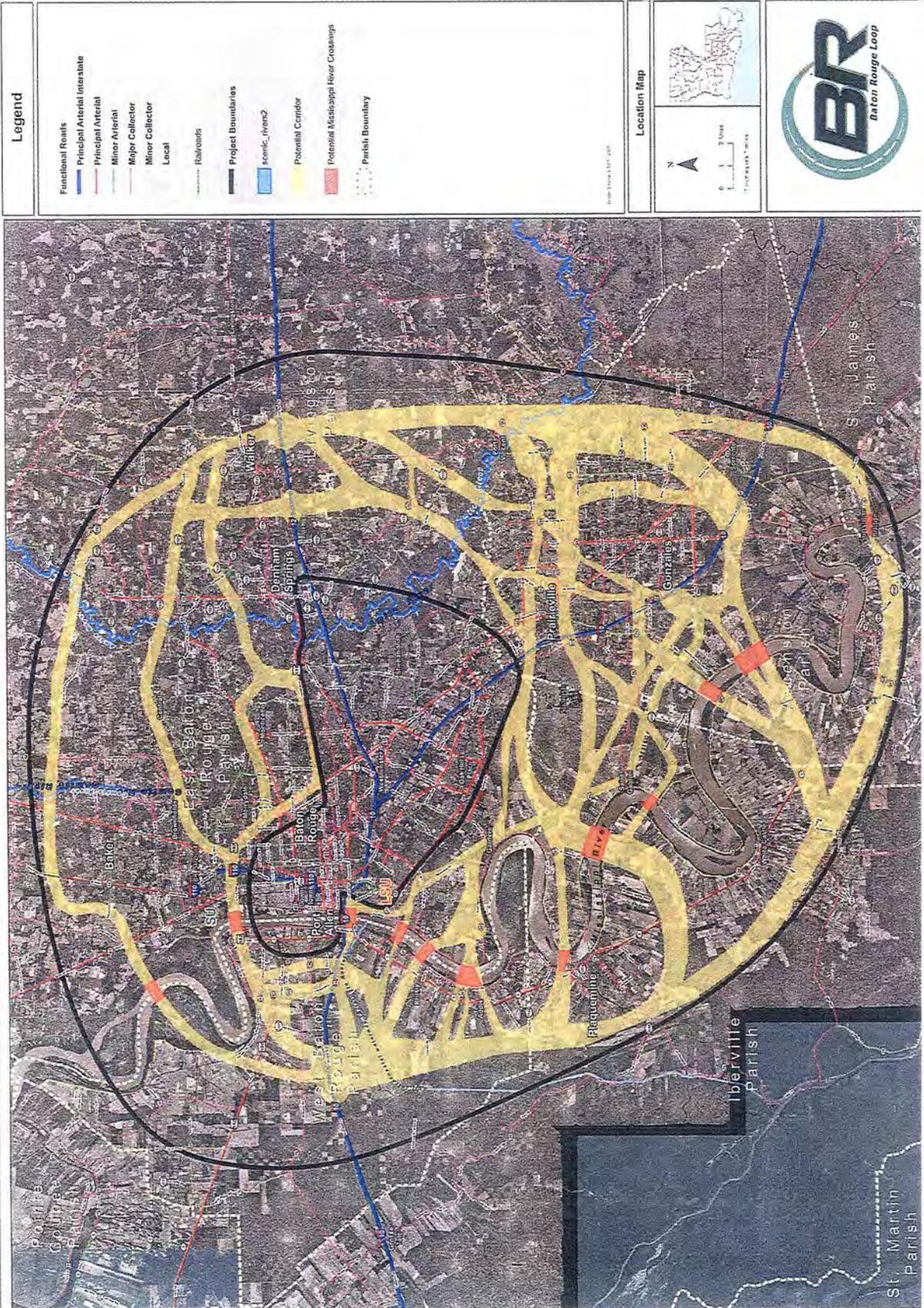
Pictures



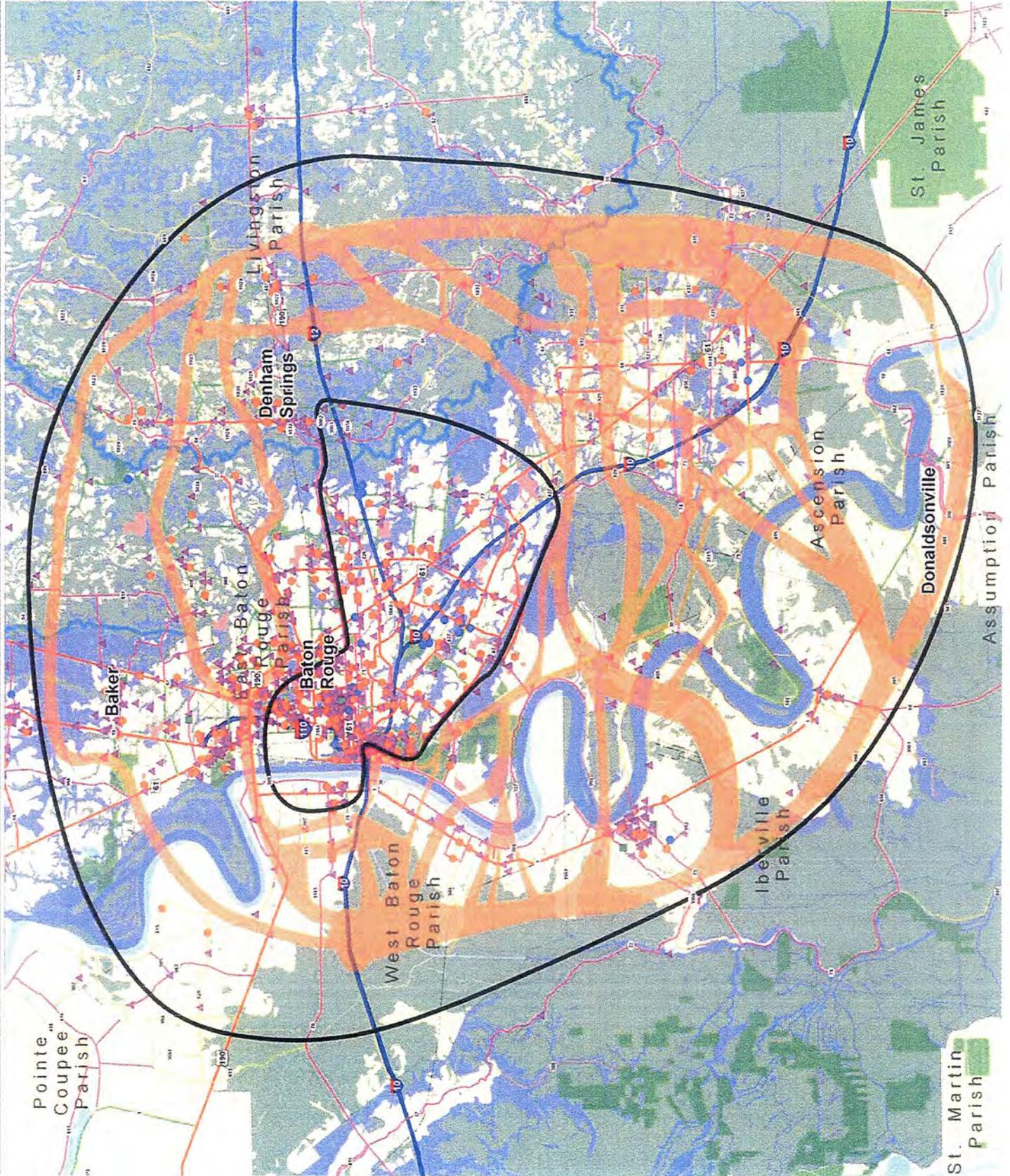
Open
for Business



Potential Corridors



Constraints With Potential Corridors



Public Meeting Summary

Handouts

Exhibits

COMMENTS

Pictures

Project Name

Baton Rouge Implementation Plan

Date of Meeting

9/10/07

**Purpose of Meeting**

Baton Rouge Implementation Plan
 Public Open House
 East Baton Rouge Parish

Location

BREC Headquarters
 Baton Rouge, LA

Time

4:00PM–7:00PM

Public Comments

The following is a copy of the comments received at the September 10, 2007 public meeting for East Baton Rouge Parish.

- If something happens to present I-10 bridge, i.e., collapse, it would be advantageous to have another bridge done by first contingency plan. I would like to see the southern bypass first b/c I think we would realize a greater benefit sooner. The reason being that this could be constructed as a short cut. If you do the northern bypass first I don't believe you would realize the monetary and traffic benefit soon as you would a southern bypass will, people will consider this a detour.
- I would like to see, as much as possible, to keep the new routing as much as possible in EBR parish. Therefore, we would receive a greater benefit.
- Coordinate trail system with loop i.e. wall, bike, running, etc.
- Protect existing parks, connect but don't destroy
- Build bridges across Mississippi first phase, get traffic off I-110 in BR
- Northern loop only one of the 4 proposed routes make any sense – the new bridge and the route between Baker & Zachary.
- The old bridge – upgrading the old bridge to current interstate standards would be as expensive if not more expensive than building a new bridge – plus BR area would have an additional bridge across the Miss.
- The central route will culturally destroy the country living of Central.
- The two Airline Highway routes would devastate hundreds of businesses along the routes.
- The larger the loop the greater positive effect it will have on the city long term.
- A major enhancement to the Baker/Zachary route would be to extend I-110 out to meet the new outer loop. This would significantly add to the draw for truckers to the plants in NBR.
- Please add trails to the project. Trails are more than a recreational amenity; they will be a valuable alternative means of transportation. Additionally, the public has placed a high priority on building trails.
- Farr Park is EBRP's only equestrian park. Please do not have the loop go too close to it.
- Please put a higher resolution map on the internet. When you zoom in they are too grainy.
- Include future light-rail transportation in your engineering and land purchase.

- I have not yet seen any meaningful explanation as to how these mega millions of dollars will improve the traffic flow in the City of Baton Rouge. That problem for Baton Rouge is to create traffic arteries across town and to Livingston and Ascension Parishes so they will be used for that purpose rather than everyone getting up on the interstate to get there. It would be little cost compared to this loop and would improve our city rather by adding more to the problem of urban sprawl we already have.
- This, if continued (Loop) may be the biggest scam yet done to us by our elected leaders.
- Of the northern routes, it appears that the northernmost route, nearest Hwy 64, would be less disruptive to the new City of Central. If the middle route (x-ing Hooper) is to be the preferred route, I suggest it be moved north to reduce the impact on Central. I suggest, from Amite River, x-ing Hooper near Bidlewood/Hooper intersection, between rambling oaks Jackson place, up to Core road, down part of Carey Rd to Comite Dr, cross to Thomas road & into Plan (Hwy 67).
- The route through Central: Central was recently incorporated as a community of residents desiring to retain the existing "rural community" atmosphere. Our community is a close and involved people. We recently achieved separating from EBR Schools and became independent. These monumental achievements would be diminished by the Loop traversing through Central due to the traffic growth and crime it would bring. It is my hope the Loop route would not be through Central in order to preserve this Community's accomplishments.
- At the meeting last Friday (at the Capitol) they mentioned that some foreign companies were interested in building the loop and collecting the tolls. Who are they?
- Will there be a chance for public comments not just these questionnaires?
- How can there be an implementation plan when the routes are not even established?
- How do they claim "overwhelming public support" when the routes are not even known yet?
- What are the plans to limit commercial development in residential areas? Zoning?
- Will it be developed to accommodate future outward growth of the city? Prairieville is already developed & it will continue outward.
- What are the plans to reduce light pollution resulting from the loop and commercial development (gas stations being the biggest offenders)?
- Are there any plans to expand I-10 & I-12 in addition to the loop?
- Mayor Holden: Why is there a local push for a loop around the city at a time when the state has presented a Regional Plan through the Louisiana Recovery Authority & the Louisiana Speaks forum that directly advises against just such a loop?
- We should abandon this concept in its infancy and work more closely with the state authorities to solve our transportation problems in a way that is best for the whole, i.e. through creation of a better mass transit system and re-vamped development codes that encourage development closer to the current infrastructure.

Livingston Parish Public Meeting Comments

- The proposed outer (southeast) loop would pass through Port Vincent and wetlands along Colyell Bay. These wetlands are valuable wildlife habitat and some appears to be my family's property. We don't want an interstate system to take up more of the property we live on. If the southern most route is used crossing Sunshine Bridge I ask that you consider a route east of French Settlement and connect with I-12 at Albany or nearby. If you consider that too wide a route I ask you to take it through Baton Rouge. Some parts of Baton Rouge need rebuilding anyway. Why run the loop through the country and make more city. We don't need any more city!
- I think it needs to go by the industrial park on the eastern side of Walker. This would have more industrial traffic going around the town rather than through it.
- Too little has been done to enhance the infrastructure of the existing streets of the area. The circle of action should be as far out as possible to encompass through traffic and for future expansion. The map used for consultants needs to have streets and aerial views. This to allow for easier identification of the location of the constraints. My last concern is the loss of community life if the inner circles are used thus destroying many communities.
- Build loop as far out from Baton Rouge as possible. Building too close of a loop is going to worsen congestion and will not allow for further out areas to grow and expand. Do not build through my subdivision! Spring Lake subdivision at corner of Cane Market Road and Highway 447 in Walker.
- If loop were to go over my house, how long would I have to move? Would this congest in hurricane times? Is it going to be wide enough for heavy traffic? When is the "new" map coming out showing "exactly" where the loop will be? Will we have to move if it went over us?
- I think it shouldn't be a loop it should be a square because they look better. If the loop were a square it wouldn't be a rectangle so it would not go through my house. Unless you're paying big bucks, then I want to talk to you about selling my house. My dog will sell his house too. You owe me money for my opinion and for coming to this thing.
- I oppose the southern alternate route of the northern bypass because of the very close distance.
- Need help digging? I will help.
- Very detailed and well planned and professionally presentation. For once La is finally organized and forward thinking and planning. The only concern I have is where the entrance/exit ramp will be at the intersections.
- Oppose Southern most corridor of the northern by-pass.
- Put more existing roads on map so people where they are related to loop locations. We need a loop north and south.
- I live in a rural community of Brittany. Brittany lies between the cities of Gonzales and Sorrento. This is a beautiful rural community, which is getting to be very rare in ascension parish. My neighborhood and I, not to long ago, fought to stop a railroad form coming through this same area and now it's a loop. We

cherish our way of life and our quality of life here we now enjoy. My homestead lies within one of the possible corridors. This homestead has been in my family for 115 years. Please choose another route for this loop. Leave Brittany community alone and let us live and die in peace. There are too many negative things associated with the loop; I don't want it through my home or my area. We all know the noise will be unbearable!!! Having said this if you do decide to come through my area, please take my house and my twelve acres of land I own, not just part or cut my property in half. You can have it all, just give me a good price for it, and I will get out of BR area and go live where there are no loops.

- I think this should not happen. If we do this over any area it will ruin the whole state of Louisiana. No one will ever be able to live in small towns if you do this. I don't care if I have to stay in traffic for days; I refuse to move if it goes over me like it shows. I would like to graduate with my class, so I don't want to move and neither would anyone else. On your video also should show the bad things that would happen. This will take all of our money of our parish for something unneeded. That's all I have to say today.
- I would like to offer my opinion of installing an overpass over I-10 & I-12 without exits until you are across the Mississippi. This will eliminate through traffic on what we have now, and also eliminate purchasing property in small towns. This seems more cost effective. If tolls are what are needed to fund this overpass, I'm sure more laws could be passed to make I-10 overpass a toll road. This would also be more cost effective for fuel consumption for everyone. Not having to drive additional miles on a loop (north and South). I believe this is a win, win situation. A monorail in the inner city of Baton Rouge and New Orleans would be great also and maybe from BR to N.O.
- The Loop needs to be elevated for a long ways on both sides of the Amite River and Coylell Bay so it won't create flood problems.
- Please do not put near my house @ Amite Church Road! (2nd most northern corridor). Concerned property values will be decreased. I am a real estate agent and concerned about values & urban issues, bussing, ect. Please no public transportation out to Livingston Parish!
- Start now!!
- Get it done!!
- Please hurry and build it!!
- Northwest route makes sense. Get to I-49-new John Audubon Bridge to I-49-staying off of I-10. Most places rural now, but tolls would be there.
- Good presentation. Why isn't highway 447 considered? The inside loop would be more feasible and probably more readily used. Are people going to be paid a fair value for their houses? The average cost of houses today ranges from \$175,000 to \$225,000. What about wetlands? What will the toll fees range?
- 30 years too late. It would be cheaper to do a monerail system from Hammond to Baton Rouge. Less land to purchase, it would affect very few people.
- If this project is to be placed at the south end of the corridor, I am concerned about the flooding. I am referring to the area south of Port Vincent.

- On the east side – getting real close to the large landfill between Walker and Satsuma. May want to go further east with loop. The main outer loop should have plenty of tie in sites for future roads between north & south loop.
- Please try to keep this loop as close to Baton Rouge as possible. We do not need the noise or pollution plus the added traffic.
- It needs to be closer to Baton Rouge to keep the noise and traffic away from the country settings. We already have people and traffic from New Orleans and other areas. The roads will not handle any more cars and trucks and pollution.
- The loop is long past due. Don't stop until the project is totally complete. Suggestion: Improve the quality of the map on the website until you can recognize monuments for orientation.
- Have you considered piggybacking an express set of lanes with no access between Port Allen and Satsuma and between Port Allen and Highland Road? It eliminates road issues.
- We would warmly welcome the loop through our land on Jewell Watts & Varnado also if it would help ease traffic in Baton Rouge.
- The loop is a good idea. Would like some consideration of tying in Tiger Bend Road to Juban Road. It would impact 10-20% of I-12 traffic.

**WEST BATON ROUGE / IBERVILLE PARISH
PUBLIC MEETING COMMENTS**

- Please consider rail when planning a new Mississippi River Crossing. Rail interchanges should also be considered for adequate rail switching. It would be shortsighted not to include rail and other intermodal aspects for the movement of trucks, passengers and freight.
- Please plan and include light rail and public transportation as an important segment of the plan. Especially for LSU, Southern University, Downtown and Capital Area.
- Plan should include good intermodal access from port facilities.
- Any consideration for high speed ferries in the BR, Port Allen area?
- Hopefully, tolls will be reasonable for public.
- Dedicate specific lanes for trucks, passengers, high occupancy vehicles, public transportation.
- Hunting lands (private) between GIWW and LA Hwy 415
- I cannot tell how close the proposed routes come to my house. I would be concerned, of course, if I were in or near the route – two houses on our street (mine is one) are among the oldest structures in Addis.
- I would like you to really look at the Old Mississippi Bridge. This bridge is not in shape for what you want it for. Engineers have said, “it’s not feasible to fix it.”
- Bridge needs a lot of work. Build a bridge on the side or new bridge up river. Turn the bridge back to KCS Railroad. They had it first. They owned it in the 30’s. Please take this into consideration.
- Need to utilize outer ring as shown – uses 2 existing bridges: will maximize area of interior development for Greater B.R. Metro Area, will allow tie-in with LA 3127 Corridor which can easily be 4-laned to New Orleans.
- We are 20 years late.
- Do not want this loop taking my home. West Loop Corridor (989-2)
- In my opinion, the best route would be to use the existing bridge at Donaldsonville and the New Bridge in St. Francisville and make a true loop. Getting too close to the new bridge makes no sense. You will not reduce traffic much if you do it there. The Loop must by-pass Baton Rouge completely to be effective. I am NOT in favor of having it in my backyard.
- I think that the new bridge in St. Francisville should be incorporated in this loop.
- I do not want the bridge to go through Cinclare or Brusly, not because I live in Brusly, but because it is too close to an already congested area.
- Adam and Nick at Station 6 were the best presenters. Also station 5 was great as well.
- Use existing bridges now with bridge to south at later date.
- I do not want the northwest loop crossing solitude point! It is all wetlands. Thank you.
- I’m concerned about the corridor that runs adjacent to Emily Drive – Cinclare property. In addition to running parallel to a residential area, this corridor runs

through a historical area – one of the oldest sugar mills in Louisiana.
Additionally, I am concerned about two crossings so close to the I-10 bridge.

- New Brusly Historical District.
- Get on it NOW! I want to SEE it!
- FHWA needs a copy of corridor map with aerial and constraints. Same size as Agency kickoff meetings.

Ascension Parish Public Meeting Comments

- First, thank you for providing informed people to answer my questions. Unfortunately, I believe several issues are not being addressed. First and foremost, no new road should be constructed without a commitment from the state legislature to fund future maintenance and replacement of the roads. Additionally, research should be done as to whether or not truckers would pay a toll rather than sit in traffic. For the sake of the people whose land you don't take, an overlay district should be created to control the development of the land around the loop. Homeowners who are forced to tolerate a major highway in their once rural neighborhood should not also be forced to tolerate a twenty-four hour truck stop or a motel. As to specific routes, the route crossing at the Sunshine Bridge is simply too far out to attract much traffic. The thought of tying into the current I-10 Bridge is laughable. Traffic already backs up on that bridge. For the sportsmen of our fair state, care must be taken to insure that waterways remain navigable and that delicate ecosystems of our wetlands are not heavily disrupted. I am by no means an environmentalist but true viable wetlands should be maintained. I live in Gonzales, am building a house in Maurepas and work in downtown Baton Rouge. The only route that appears remotely attractive to me goes over Nicholson Drive. One person mentioned that the loop might curve around certain constraints. A curvy road is asking for accidents. The road should be created on as straight a line or as gentle a curve as possible. Les you get the wrong impression, let me state that I am in favor of a loop project. It just needs to be a project that will work. As a side note, I liked the open house set-up of this meeting. It would have been helpful to know in advance that I wouldn't miss anything if I came after work. If this information was provided on the news, I apologize. Please provide information on the format of the meeting on your website. Whatever was presented was unclear. Finally, remember that wherever this loop is placed will be the outskirts of the Greater Baton Rouge area and development will progress with that understanding.
- Stay on the outer most areas that are less developed. Possibly try to incorporate I-10 to Airline in St. James Parish. Try to impact residents as little as possible.
- Go south!
- The presentation was one of the best that I have ever seen! ABMB and their associates are to be commended. I feel that it is important to hear all opposition up front so that when the route is finally determined the r/w can be acquired without major changes as a reaction to property owner & political opposition.
- Toll parkway between the east & west bound lanes of I-10. The land is there it doesn't have a use ever. All of your feeder streets already stem off I-10. The section of I-10 mentioned is from Siegen to I-10 and Highway 61 on the east end of the Ascension parish.
- Need to develop LA 1 west bank expressway and use Sunshine Bridge to divert I-10 traffic away from Baton Rouge to New Orleans. North Loop for I-12 and create new toll roads as surface streets to connect Ascension to Baton Rouge – example LA highway 44 north to I-12 in Denham Springs area. Expand highway

30 to Gonzales as a 4 to 6 lane – 6 lanes Airline to Gonzales – expand I-10 to 8 lanes.

- Lauren at station 7 was superb!
- At Bluff Road & Perkins Road in Ascension Parish there are multiple large subdivisions with expensive homes. Mine is one. My home already backs up to I-10 off the Bluff. The noise is substantial already.
- Overall we consider the loop to be beneficial to the traffic in Baton Rouge. Although we think this idea is a great idea, we think that the city waited to long to take action. We feel that the places that the loop might go through has been developing for too long and it would cause too much trouble for the old and elderly, and also would effect the small children and their school parishes. We are glad that this loop does not pass close to our homes.
- The pathway that travels over Highway 941 has most residents against this route. We are organized. We have fought a hazardous waste site and a rail spur through our area. We will fight this if the two lower roads are chosen.
- The purpose of the proposed project must be clearly defined. Are we trying to remove local traffic from I-10 & I-12 or are we trying to remove interstate traffic from passing through Baton Rouge? This is critical to deciding how long the loop should be and where it should be located. An alternative could be to improve many existing roads (min. 4 lanes with thru lanes) such at LA 30, 431, 44, 621, 934, 42, etc. and give local traffic other options to commute. This would allow trucks to stay on the interstate highways. Also new I-10 & I-12 improved 6 lanes min. and more exits. Again, a loop may not be feasible if it is too long. Also, want to preserve existing rural areas and avoid placing heavy traffic there.
- There was no popcorn during the movie!
- Feel the widest loop is the way too far to do a lot of good for congestion. People will not want to drive that far out of the way to avoid traffic. Look closer in with fewer interchanges.
- The spider web of potential loop – nothing is over any existing highways, roads, I-10, I-12, Nicholson, 190 or commencing over the new bridge over St. Francisville, or the Luling overpass. Interstate 49 and other expensive byways can be utilized. Gas lines need to be observed and the intercity of the river and the wildlife this highway can impact.
- Who will use the loop? How will the loop resolve the traffic flow to downtown, LSU, Southern, plants, Federal, State and local governments? Old commuters will still drive. The loop will not take on the traffic of the workers & the workers will not use a toll loop to go to work. A study done a long time ago cannot solve the traffic of today plus the influx of post Katrina. What about existing roads? What about double checking I-10, I-12, widening Nicholson, connecting 190. How will this loop insure our rural areas of surrounding parishes? Also where does the new bridge in St. Francisville fit in this project?
- What is the impact on other cities that have loop after loop? Houston for example. Baton Rouge (EBR parish) is the hub of business. We used to be a country town, that was our assets. The surrounding parishes still want to stay rural. The people who have moved out of EBR parish in surrounding areas still go to their jobs in the areas of downtown using the interstate side streets in the

same way. The cure that you are purposing is not necessarily a cure but an expensive resolve and will impact the lives of rural people.

- How can anything be planned without knowing for certain that the La transportation center proposed for the west bank between Donaldsonville and White Castle is a go? Bringing in these 2 huge projects (the loop and the trans. Center) will drastically affect that area of the state. In Donaldsonville, we are concerned about the direct impact of one or both projects as to what eventually will happen. There are a number of historic buildings in the area under consideration. Will they be moved and preserved? There is talk of opening Bayou Lafource to a greater flow of water from the river. Will these projects hinder or help that? How can the “sleepy” town of Donaldsonville prepare itself for a massive influx of local (off the loop) traffic and business?
- This is a project that is a long, long overdue. I congratulate Major President Holden and the other parish presidents for pushing this project ahead. There will always be detractors but don’t let them slow or stop the project this time. Keep pushing!! For the greater Baton Rouge area to achieve its potential, this loop is a must! Keep the vision and make it happen.
- I do not agree with your basic assumption that a loop is the best way to reduce traffic congestions in the area. The big problems are commuter traffic into and out of the core of Baton Rouge and the medical and shopping hubs, all of which are well inside the inner boundary. Improvements in arteries would help more and incentives to mass transit like park and ride would reduce pollution and reduce congestion. Commuters to plants in the area would be major targets of the loop because many are moving around the area, not into the city, and they are not likely to want to use a toll road. Adjusting shift start times could make as big or bigger difference in the traffic loading for those users. With the worsening ozone and other pollution problems in the area, building more roads are not a justifiable solution to congestion. Education and mass transit improvements would be better. I especially do not believe that an east loop is environmentally desirable or economically feasible because I do not believe that it will attract I-12 to I-10 bypass traffic or commuter traffic insufficient numbers. More highways into the outlying areas simply attract more development into the outer reaches and delude citizens into thinking that moving out is practical. With the fuel and pollution issues that we are facing in the next decade, you will increase hardships on people who should be living closer to work, not farther. The people who will benefit most in the long run from this effort are developers who can sell more houses to people trying to escape the city and its problems. Those of us along Bayou Manchac in Ascension and in the HooShooToo area of Baton Rouge have been subjected to sewer dumps and increasing flood waters from “improved” drainage projects in Baton Rouge. We are already under siege by politicians who want to turn the historic stream into a drainage ditch, described by one as “80 feet wide, 80 feet deep and straight to the Gulf, like the Diversion Canal.” We do not plan to submit easily to a new development plan for those who moved out of town and have no patience when trying to get back in.
- I do not believe the proposed loop, no matter where located, will relieve BR traffic congestion, since much of the traffic is not through vehicles but rather

people moving in Baton Rouge from surrounding areas. I believe that most proposed routes will only serve to increase urban sprawl, encourage development in areas now rural, and increase ozone problems. I have no opinion on most proposed routes (other than that stated above). However regarding the routes along Bayou Manchac and through Spanish Lake, please don't! Bayou Manchac is a significant historical waterway, having played a part in LA history from pre-historic times. A recent book, *Winding Through Time*, by Steming relates that history. The bayou is currently a peaceful escape, within easy reach of residents of EBR, Ascension, Livingston and Iberville parishes. A high-speed roadway anywhere within 5 miles of the stream will destroy that tranquility as well as run off wildlife that exists there.

- By focusing on a toll-based system (as you may be forced to do for operating costs) you are limiting rider ship to those willing to pay the toll. This obviously impacts where the road is built – so as to entice toll payers not less fortunate commuters. How does this loop serve to reduce traffic counts overall? Have we given up on commuter centric mass transit? No one seriously promotes this. At least no one is fighting to present it to the public. I'm curious to see a graphic map that illustrates where people are working? Does most of Livingston work in WBR? How much of Ascension works in downtown BR? Does the route address the needs of the rider's convenience?
- The only sensible route is the far loop around. It will have the least impact on residences and in the case of Donaldsonville bring potential economic growth to an area that definitely needs it. Don't take prime residential area for a road. That's stupid. This route is also great for hurricane evacuation from New Orleans with passing through Baton Rouge. One route passes over my home and my son's home. That is not a happy thought and something I will openly oppose.
- I very much protest the route through Spanish Lake Basin & Bluff Swamp. There would be a huge environmental impact through one of the last natural swamps of south Louisiana. Much testing was done prior to I-10 being built. It was determined that it was not economically feasible to go through this swamp because it was a bottomless pit. Also, this area is so close to I-10, Highway 30 and Airline Highway that people are not going to use a toll road when they can use a free route. The huge population and large number of brand new subdivisions would make this route embark hardship on many residents.
- It is an absolute sin that you would consider running an interstate through the Spanish Lake Basin. Also, you need to consider the increase in cost to run an elevated roadway versus solid foundation on stable ground.
- I live off Highway 941 in Gonzales and one of the routes looks like it will take my house.
- I feel 2 options are the only options. Widen I-10, it will cost less than a loop and will help. Look at Houston to Katy, TX. Widen roads. If a loop comes then it needs to be closer to the inner black line as possible.
- Why not an elevated Highway over I-10 & I-12. Widen Mississippi River Bridge. We're wasting too much land now! Limited entrances and exits. Elevate from Lobdell on I-10 in West Baton Rouge to bridge, then to Highway 30 in Ascension and on I-12 to Walker to Livingston/Walker.

- This presentation describing the loop to parish citizens was fluff! It was not informational, it had nothing of substance and the representatives could not answer simple questions. Where are the bubbles concerning ramps? What is the minimum width of the corridor? What is the right of way width? How close will the parish allow it to be built from houses? What are the decibel allowances? What percent of loop will rely on Baton Rouge traffic and what percent to bypass? This was a dog and pony show and a sale pitch. Present us with code requirements that the parish will allow? Those were certainly not plans of an engineering firm.
- 30 plus years too late! Anyone who objects needs to get hold of the big picture. Project needs to be done sooner than later.
- Great job. Never been to a better-organized public meeting. Very informative.

BR LOOP FAXED COMMENT FORMS

9/11/07

Sirs: I would like to see the following:

- Identify every alternative with a name/number. (Maybe you could start with River Crossings R-1 on the north, then R-2 A,B,C etc.)
- Measure each alternative in terms of feet of wetlands, feet of floodplain, feet of residential, feet of undeveloped property etc. Then assign a cost (\$/foot, \$/bridge, etc.) – then make these numbers public.
- Compare every alternative in terms of total cost, total distance & projected revenue. Also, state other considerations. Public.

Other comments –

- I'm skeptical of a Public-Private Partnership (ie. Shaw)
- I'm glad to see someone (our mayor) taking initiative on this project.
- Please keep me posted via email.
- Though it got the short stick, one way to achieve your #1 goal is to explore/expand urban pathways!

9/16/07

- As I see it, the benefit of the loop would be two-fold: relieving traffic on the I-10/I-12 thru routes by both enticing thru traffic to use the loop and diverting some local traffic from I-10/I-12 to the loop. The further north and south the loop extends (and consequently, the longer the mileage of the loop), the less likely it is that both through and local traffic will use it.

9/17/07

- Most of all, like that it is "Implementation Plan" and not a "study"
- I like the Brusly area crossing best
- Crossing the RR tracks is a big issue in WBR south of Intracoastal
- Might want to use RR track crossing as bargaining toll with landowners on west side of tracks. They can't get one without help.
- You can come over my house if that what it takes

9/25/07

- The outer corridor should not be considered. There will not be enough traffic using it to pay for cutting the grass. The southern corridor should intersect I-10 near the Ascension-East Baton Rouge Parish line and follow one of the proposed corridors, west to cross the Mississippi River near Addis-Brusly and intersect I-10 again at the proposed site. This should be two way traffic. The Northern loop should be the inter or middle corridor. This should be two way traffic. I see no need for a loop East Baton Rouge, connecting I-10 and I-12. We have I-55 just to the east and it should be used to get from I-10 to I-12 or I-12 to I-10. The money saved by not building a loop East of the city connecting I-10 and I-12, could be used to build more lanes through the city on the existing I-10 – I-12 through Baton Rouge. If there has to be a loop between I-10 and I-12 East of Baton Rouge, it should follow the proposed inter or middle corridor.

9/25/2007

- FAST FORWARD!!! ASAP!!! We (all of Baton Rouge) need this desperately. People traveling through the city are weary of "stand still" traffic on a daily basis. I travel by car across many state on a regular basis and find it beneficial to have a loop around any city. The loop allows interstate & intercity travelers to avoid heavy traffic usually found within the city. By removing outside traffic, citizens can travel within the city in a continuous flow rather than bottle necks. Please don't let some selfish concerns delay this project. Our whole area NEEDS this loop. You can't please all of the people all of the time.

WEBSITE COMMENTS

The small inner loop on the map would be a blessing.

One of the proposed corridors runs through my home. How can I get more info regarding this?

Are the photos and documents on this site free to be used elsewhere with proper credit issues to the source?

just reviewed egg shaped loop. was surprised the new bridge crossing at st. francisville was not included. just beign built and both the s.f. area and new roads was not included. the north part of br seems to be very good for development, why build another bridge when the one being built could be used plus a source for evacuation routes. thanks.

have ya'll lost your friggin minds?? someone is going to drive to zacary or DONALDSONVILLE to avoid the traffic on I-12?? you could FOUR lane from walker to the 10-12 split for less!!!and throw in 3 lanes from the split to I-10 at highland! who among you owns a road construction company??

Shouldn't we do the Central Thruway first...We been hearing about it for 40 plus years

where is the planning for mass transit to releive the need for more roads.

Yes sir, I have a short comment on the proposed "LONG" loop. I speak as a retired cross country truck driver, hauled chemical, had to always take the haz mat route, but let me say this with all respect for the tough job ahead of yall. If someone thinks for one minute that I would drive all the way around Dville and sorrento to get from grosse tete to walker they have got to be kidding. And even the north route i9s too long gentlemen, Take it from me Go with the short version and put a toll on it we wont mind paying, Good luck!

It's not clear from the map if there is one loop or an inner and an outer loop contemplated. The inner 190 would seem a little self-defeating, since it appears to connect w/ I-10 @ the new bridge, which is already a big traffic chokepoint. On the other hand, the outer loop goes halfway to New Orleans!

A bridge across the Amite River from Hooper Road to Watson would go a long way toward a loop. We have been hearing about this for 40 plus years.

I think that it is a great idea, however, I would like to see some data that suggests that the amount of traffic on 10 and 12 would be reduced. Additionally, I think that making any of these toll roads is a horrible idea. On-ramps and off-ramps of 10 are already congested due to poor planning at the intersections and adding a toll booth to any of these ramps would increase traffic to an outrageous level. I live near the I-10 Highland exit and sometimes the traffic to get on the interstate is backed up from the on-ramp all the way down Highland to Airline. Imagine adding a toll booth which makes people stop to have to get onto the I-10. This traffic is just going to increase. Also very often exits are backed up so much that traffic sits on the highway just to exit because of the lights. Now add toll booths, this isn't going to solve anything.

However this is done, toll or not, please don't just build this loop for what we need today. Build it for what we will need in 30 years from now! □

I would rather see this be a normal part of the Interstate system instead of toll roads, like the Houston loop, unless that just can't happen.

The initial graphic makes it look like you have already selected the route. You may want to let people know that the image is a boundary mark not specific location.

I think it's imperative for the future proper development of the Baton Rouge metro area that the loop be a limited access toll road. Along the loop road, development should be greatly restricted in order to avoid far-reaching sprawl such as that of the Houston metro area.

This version of the loop looks like a bunch of kindergarden kids came up with it. Quit trying to please all the politicians in outlying areas like Gonzales, plaquemine, and take care of the folks in the northern part of the city who haven't had road upgrades for 50 years, and we keep getting the shaft. Make a loop everyone can use regularly, without running up so many miles whereas your car goes out of warranty before you can get to the other side of it. This version is a joke.

where is the public transportation?

where are the bike trails?

where is the project incentives map?

will tolls be permanent, or are other long-term finance options being considered?

First it is good to see some progress being made. It looks like two loops are proposed - one through BR and one large loop around BR. Having two loops seems like a good idea - similar to Houston it appears. However, the inner loop through the city appears to parallel or replace existing main highways and will probably actually make traffic in BR worse for several years to come, and also will displace several (hundred?) homes and businesses. I am not sure if the inner loop is going to solve many problems for the long or short terms. Perhaps increasing the number of lanes on all of the existing Interstate Highways would be an alternate solution to the inner loop (or expand the inner loop so it is not inside the city). Just some thoughts I had. □

Thank you. □

Phillip

I think it's a great idea to have a loop around Baton Rouge, but it will never happen. It hasn't happened in twenty years and it won't happen in twenty more years. It's just Louisiana politics and Baton Rouge politics as usual. We need to do another study to study the original study.

What considerations are there to limit additional light pollution and commercial overdevelopment of residential areas that are normally quiet with little traffic? Will developers be required to foot the bill for increased traffic in residential areas?

Please see my previous comment. It appears that the map on your Home page just shows the project boundaries and not the actual proposed route of the loop. I later saw the detail maps that are in color. This is somewhat confusing since the drawing on the Home page is not identified very well. Sorry about my mistake in looking at the wrong map. I am glad progress is being made. □

Phillip

are both loops drawn on map being considered? If yes---then I feel the inside loop would be the best by far. The outside loop is to far out from Baton Rouge. Locals will not use the outer loop so what have we accomplished. Hold the loop in close to Baton Rouge

I was looking at your proposed corridors and noticed numerous proposed bridge corridors over the Mississippi River. I would suggest that several will present a greater hazard to navigation than some of the others. I would suggest that you consult the Corp of Engineers and the Coast Guard regarding the best locations for river crossings before exploring areas where they will not permit a crossing.

I applaud Louisiana and its residents for taking a giant step forward with something that should have been done many years ago. The traffic problem along with the quality of our roads could be compared to the erosion of our wetlands in that we do not have an answer. I am a Louisiana resident currently serving the U.S. in Iraq and hope to come home and support the project all I can. We need to ensure the future of our great state and capitol city and give it an image better than any city in the country so that everyone will 'KNOW' Baton Rouge, Louisiana

I think the loop is a great idea, but I have to say I'm a bit concerned about my peace and quiet. I live on 38 acres on Elliott Rd. halfway between Hoo Shoo Too and Tigerbend. I enjoy the quiet of country and am wondering how close this loop will get to my property. I am in the planning stages of building a new house and want to know before I invest money in building so close to a super highway. How many miles away will it be at the closest possible location?

Why not begin with extending the three lanes on I-12 to east side of x-10@ Denham Springs-this would give some more immediate relief in that area, plus help the committees garner experience in handling projects of this type

First impression is I like the plan. Question: What type of road is envisioned for the inner loop? Elevated over Fla.Bldv? Limited access? Equal width all around the loop?

The loop is way to big for baton rouge to support it. I know it desired for tolls to pay for it, but with a loop as big as the outer ring; that expectation will fail. Has an elevated interstate been considered for those traveling through the area? San Antonio has this setup through part of its city and it seems to be effective.

Thank you all for moving forward with this project. Whatever the cost, it will be worth it. We desperately need the relief and easier access to all points with the greater Baton Rouge MSA. Keep up the great work!

□

Jeff Hendrickson □
President/CEO □
Dow Louisiana FCU

The problem with traffic is that the Interstate system is used for local traffic. If the loop started now, in ten years, BR would be tied in a total traffic knot. There has to be an intermediate step by adding lanes to I-12 and I-10.

is the loop the big round circle or the duck shape on the inside? maybe the loop could be marked in a different color to make it easier to read. thanks

The loop is too large in scale and I am afraid it will drain the inner city of customers, add to urban sprawl (didn't we all agree this was a problem?) and take too long to build. Ten years? How about a smaller loop incorporating more existing surface streets, I-110 and the Audubon Bridge? You get your loop, it's built more quickly and costs less, and actually helps Baton Rouge streets at the same time with less sprawl. The metro area needs help sooner than 10 years. Let's scale the idea back some and be more realistic about what's affordable. I'd still like to see I-10 to Ascension Parish and I-12 to Walker six-laned sometime in my life. Could that be incorporated into a loop and help us all in a time frame sooner than a decade.

In reviewing the map, I was shocked at the size of the loop and feel that it will do little or nothing to relieve traffic in Baton Rouge and will only serve to provide development opportunities for developers and property owners in the out lying areas. I am a Baton Rouge City Police Officer and have been so for over 26 years. My experience in dealing with traffic in this city and some of the surrounding areas is extensive. If you make a loop, it must be as close to the city limits as possible or it will not be used or be helpful. Use existing corridors first. □

Six lane Florida Blvd. from Airline Highway to Walker. Four lane Florida Blvd. from Walker to Hammond. □

Six lane Airline Hwy. from the Mississippi River Bridge to Gonzales. □

Four or six lane Harding Blvd., Hooper Rd. continue through Central and the Magnolia Bridge, tying into 447 in Walker, then extending south to Hwy 42 in Port Vincent and to Airline Hwy Keeping it four to six lanes all the way. □

Six lane I-12 from O'Neal lane to Slidell. □

Six lane I-10 from the 10 / 12 split Gonzales area. □

Where will the loop be in relation to Whit Holden Road in Walker?

I think the most critical need is to relieve congestion on the east-west routes, to and from Baton Rouge because most people need this to commute to/from work to the outlying areas. The Loop looks like it will take citizens too far north or south. More crossings on the Amite River is needed.

What population and traffic congestion data is entered in to the formula determining the areas of passage for the outer loop? □

□

The southwestern portion of the larger outer loop appears to travel outside of populated areas and through areas of lower population densities, Walker, Port Vincent, Sorrento, Donaldsonville, (southeast) outside of Donaldsonville, White Castle and Plaquemine thus defeating the purpose of decongesting traffic through the populated areas as well as possibly creating a 1+ hour car ride for the people in the current path of the outer loop. □

□

Serious consideration should be given to passing the southern portion of the outer loop directly through the most populated areas of Walker, Gonzales. Then bridging Gonzales or Prairieville to a location between White Castle and Plaquemine as White Castle has VERY little population to serve. □

□

Your response with information, sources of information as well as reasoning for the path through lower populated areas is requested. □

□

Thank you, □

□

□

Denny Chustz □

resident Ascension Parish

Maybe it would be more cost effective and more useful if the loop wasn't so spread out. It would seem to me that you could make it smaller and still relieve the traffic congestion in and around Baton Rouge.

give me a call regarding some important news!!!

I can't wait for this project to be finished!!

Great idea, this will really help my morning commute.

will this affect anyone renting a house?

Is there any updates?

The loop sounds good.

I think that is will be terrible for my community. The loop will be right next to our community center and will restrict our parking for events. How can we get around this issue?

Will this interface with highway 190?

This is a great idea.

How will this affect Iberville parish?

I think this is a great idea!!!

Dis loop ain't got no chance,☐
 cuz I walk'n wid no pants,☐
 I robbed a sto' cuz I be po'☐

Is the planned route map on the home page final? or will route and road changes be coming?

One of your proposed routes is directly next to my home. Not gonna happen!!!!!!!!!!!!!!!!!!!!

PLEASE HURRY!!!! ☐

could the existing I-10 be considered the 'north' loop of the bypass and just build a southern loop (at least at first). please start the southern loop as far down I-10 as possible, it's already awful getting into ascension now. maybe as far south as possible will benefit the super-transport center they were talking about (or is that thing dead?) thanx for the opportunity to put in my 2-cents . KCH

I think this project is outstanding and long overdue! Exactly where in WBR will the loop pass?

I'm sure there is a need for traffic improvement in the BR area, but having said that , please do not destroy my way of life in the process, my farm has been in the family for over a hundred years, dont destroy my home and farm with a new road,please bypass the Brittany area in Ascension parish with this road and leave us in peace to enjoy our way of life. there is plenty of area south of sorrento to put a road and no one lives there--Thank you

Could you please show more details on the map. I would like to see how this effects my neighborhood and the roads in my area of town.

In the Program Overview you need to capitalize Rouge.
 Should have been built 20 years ago! Keep up the good work! Sounds Great!

Why not approach the loop (study) as a larger regional vision and present the plan (mapping) from St Francisville, east to Slidell , south to New Orleans (and Fourchon) and back to the west through Houma, New Iberia and to Lafayette. We're missing a great opportunity to create a vibrant, long term and connected regional economy, potentially, the Hong Kong of the West.

I am an avid loop supporter. This comment represents a test of the Loop Team's procedures about response to comments. I look forward to your response on this matter. Keep up the good work and let's get this loop done.

Great Job! Toll Roads are the way to go.

You should route the loop to the north of the city to be further away from hurricanes and possible future land loss problems due to rising sea levels.

change link for ascension parish to ascensionparish.net the .com one isn't the official one of the parish gov.

Where in the Watson area will the loop be going through? What roads will be affected by this?

the outer big loop seems to be a waste of taxpayers money - who would want to loop out that far around BR. There are no near connecting main hwy's or interstate. The inner smaller loop appears to be the one to resolve around BR

This is well needed, however, we question why so long too the south. Wouldn't that take a lot longer to complete? What is the thinking on this proposal? Is it because of the proposed airport in Iberville? Is it so the Sunshine Bridge could be used? How are landowners going to be reimbursed since the project will take a lot of land? Some people in Iberville are already faced with this problem because of the proposed airport. And some of these same people will be affected with the proposed loop.

Why not use LA Hwy. 10 and the new Mississippi bridge in St. Francisville for the north loop?

I don't understand why EBR and the State of La. would allow investing money on a new bridge when they could extend the northern route of the loop to use the Audubon Bridge in West Feliciana Parish. I thought the bridge should have been routed north of St. Francisville but since it did not happen that way it would be to the advantage of EBR and the State of Louisiana to use this billion dollar project to save the taxpayers money.

How will this loop lessen the traffic in and around Baton Rouge? Who do you feel will use it?

The loop should not end at Walker - traffic there is horrendous now - it should come back into 12 toward Satsuma or even past Livingston. The Birmingham Loop was through a rural area when built; nothing around it - leave room for growth. □
Thanks.

Of course, I know it'll be forever before a route is recommended. Even so, for my planning purposes will you email a n-res jpeg or pdf of the proposed route map we see in today's Daily Report? It's not on your website, and I need something type-legible.

please build the loop out of site of baton rouge. people and business WILL move to it.

I wish you would remember there is somebody in the area besides Livingston Parish and Central. It would be nice if the south side of Baton Rouge and Ascension Parish would get some relief instead of all the benefits going to Livingston Parish. Also, Please respond by US Mail - the drop down only gave e-mail as a choice and I don't have e-mail. Thank you.

French Settlement floods often from the Amite River and Colyell Bay. Flood waters have been known to reach the top of Moonlight Inn at the intersection of Hwy 16 and Hwy 42. It floods people in for days at a time. I know it would risk lives to put this loop through this area. In my opinion this loop should be relocated outside the outer border and not through hazardous areas.

The problem that the loop is trying to correct, I believe, is I-10 / 12 traffic that is trying to pass through during BR's rush hours. The smaller loop would solve that problem, better than the large loop, which appears to be too long to accomplish the purpose of getting I-10 /12 travelers to detour. In addition, obviously, the smaller loop would cost less,

Hwy 408 known as Hooper Rd. East to Hwy. 37 Cross Hwy 37 build a 4 lane Bridge across the Amite river and connect Hooper Rd. to Hwy 16 at Watson, La.

Please put it on my house on Homestead drive

I understand the need to reduce congestion in the baton rouge area. If a loop is to be built, I think it should be routed to minimize impact on residential areas and communities. Propose through French Settlement is very disturbing to me. Our way of life and the 200 years of rural living is in question. The loop should be routed through wooded land and across swamps. East of Hwy 63, south across hwy 444, across amite river and Hwy 22 across lake Maurepas swamp to I10. then from I10, south of Sorrento, go west to cross the Mississippi River. French Settlement is too rich in history and culture and should not be changed.

I am a lifelong resident of Port Vincent and I am deeply disturbed about the possibility of the loop anywhere near our small community. This has always been a rural village and I do not know of anyone who would consider this a positive for our area. Please look elsewhere!!!

I feel strongly that NO new bridges should be considered until the Sunshine Bridge and the new St. Francisville Bridge are actually carrying significant traffic. If we keep spending money on bridges over the Miss R., we will never be able to afford the surface roads to expedite traffic. The loop should take advantage of the Sunshine bridge, LA 1, and the 415 connector being built to create a through traffic by-pass around B.R. to I-10 below Gonzales. That would both improve interstate traffic and ease traffic in B.R. That could then be extended to Denham Springs. A north loop using the 190 bridge could provide similar by-pass to I-12 on the North. JUST DO IT. especially ones th

I think you should start this project tomorrow. Something needs to be done as soon as possible. Baton Rouge and the surrounding areas are already so far behind the rest of the country as far as roads go. What seems to be the problem, could it possibly be Louisiana politicians!!!??? God help our state.

Please hurry! Stop bickering folks lets move foward.WE NEEDED THIS DONE 10 YEARS AGO

My comment is that we should forget this whole LOOP concept around Baton Rouge. This will only add to the population of outlying areas but do nothing to relieve traffic on I-10 and I -12. Have any members of this committee been to Houston TX. lately? The traffic there is too big for me and the loops don't help. Before you know it, you will need a loop around the loop.

I live on South Satsuma Road---there is a church and a cemetery close to my home at the intersection of Hwy42 and South Satsuma.☐

Looking at your proposal my question is did you actually get in a car and physically drive to the areas you proposed. If you did you would know where the churches and cemeteries and Historical areas are in our Parish.☐

☐

My suggestions for two loops through Livingston are Hwy 63, and a state Hwy that runs past Springfield.☐

☐

When you propose going through the lower part of Livingston I hope you realize you are talking about land that has been the families of many in the communities for sometimes 150 years.☐

Thank you,☐

Terri Piper

Went to BREC meeting 9/10. I thought the goal was to route lots of traffic around BR and it's populated areas yet, I saw many routes that would still continue routing huge amounts of traffic into very populated areas of BR. I know a very wide diameter loop might be counterproductive but one that goes through Baton Rouge proper is not good either. I am speaking of using Airline Hwy or going through Old SBR neighborhoods. Keep the loop outside!!! of Baton Rouge.

I live in Acadiana Place/Denham Springs.□
How close to my property will the loop be ?

I am currently building a house on Red Oak Drive in Walker. Is this located in the proposed loop and if so how does the State plan to compensate the people who they kick out of their homes?

I would like more specific information on exactly where the bypass(s) will be. I live on Hwy. 77 on Bayou Plaquemine. Are there to be two loops, one inner and one outer? Any other options or routes? I only see one map here. My e-mail is dlobue@cox.net. Thanks.

Dear Sir or Madam,□

□

Save millions off this project!□

One idea that would save the project millions would be to consider a slight alteration to the eastern outer loop. Why not alter the loop from the current proposed intersection of I-12 at Satsuma back to the hwy 63 corridor at Frost (hwy 63 & hwy 42). The loop would then follow the hwy 63 corridor (old Garyville corridor) to I-10 at Gramercy, then intersecting Airline Hwy, then over the existing Memorial Mississippi river bridge to follow near the 3127 corridor back towards Donaldsonville.□

□

Very Sincerely,□

□

Joel McAlister□

Two comments:□

□

First, is there financing in the loop plan to fund other transportation methods in BR? Many communities are discovering they invested in roads, and are now catching up in their transit funding. Seeing as how the bus system in Baton Rouge has hit hard times in the near future, more attention to our transit needs to be given if we want to fix any of our traffic problems. Since a large amount of money can be found to build a new bypass, that money should also be used for transit improvements. Transportation needs diversification. A city cannot rely on one form of transportation.□

□

Second: Louisiana was just ranked as one of the worse states in the country for road infrastructure. The existing interstate highway inside the city reflects this report. Does the loop road money also include money to fix these roads? (FIX them, not add more lanes, which will also be un-maintained in the future).□

□

I was just making sure these above issues will be addressed. I am skeptical of the bypass fixing any of the traffic problems - however, the above issues MUST be handled while a bypass is being considered.

don't run over my house ☐
please!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

To whom it concerns,☐

Having worked on the west bank and lived on the east bank of the Miss. River for the past 6 years I can say that a southern loop/bypass is desperately needed to shunt traffic on I-10 around downtown Baton Rouge. Hurricane evacuations have shown that you cannot move 2 million + people through two lanes on one bridge effectively. The southern loop needs to be the priority. The northern loop does nothing for evacuations.

Please do this. This is one of the most essential moves to making BR more hospitable for homeowners and large businesses alike. Give us a successful infrastructure! We'll do the rest!

Great progress. To reflect the great regional cooperation, consider using a loop name that denotes the entirety of the area impacted.

Just curious about the outer loop that is proposed. Is that loop going to be around Blackwater Rd. or Joor Rd.

How are property owners going to be notified? Or were they already notified and we just didn't receive anything?

I think the section of the proposed loop between I-10 and I-12 should be the first section to be completed; hopefully connecting Gonzales and Denham Springs/Walker, so interstate traffic wouldn't have to enter BR city limits at all...☐

It seems that this measure would relieve traffic that would otherwise be forced to enter the city limits, only to congest the 10/12 split, before heading-out to their intended destination.☐

I also hope the loop turns south of Plaquemine and connects with Gonzales, so that locals can use the loop to re-navigate shortcuts to some of the surrounding economies, in addition to BR -- and of course, for interstate traffic, the option to bypass, if that is their sole intention.

Please prevent the loop from going thru Central.

I think you should look at a loop smaller than the large loop but larger than the small loop, would be perfect.

The inner loop needs to go over the Fair Ground instead of going over the residential area in Prairieville.

We live on 25 acres on the far North end of Brown Road backing up to the Comite River. How will the proposed corridors affect us?

i would like to know if the loop is coming thru livingston parishon or by Ia.42

The concept of a loop has been around since Jack Breaux ran for mayor in the 70's. The city of Baton Rouge has an infrastructure that is in dire need of a big picture plan that will provide incentives for new business to choose Baton Rouge and support the growth of Baton Rouge and the surrounding parishes. The general concept of the map posted on the web site will help drive business growth and support residential development on areas that have not had adequate access. Move it forward even if it requires a toll to develop. I plan to relocate to my home state in two years and it would be wonderful to see something progressive occur.

The idea of a traffic loop has been around for a long time. Hopefully something will be done to reduce traffic on I-10 and I-12. Another bridge crossin the Ms. River in WBR Parish and connecting to Hwy 30 and I-10 would be a first step in alleviating traffic.

Celtic Marine Corp is a Global Transportation Company. We deliver material for many large bridge jobs through out the U.S. Please let me know who I need to contact in order to get our name on the list for shipping purposes.☐

Our corporate office is in Baton Rouge & I am based out of the New Orleans office.☐

Regards, Sandy H Moulton☐

Sales Manager - office 800-827-8740 cell 504-554-3130

I live in Houston now, but I grew up in Baton Rouge and I know Baton Rouge NEEDS a LOOP!! Please go forward and get it done!

I think it is a great idea and is long overdue. This will be a great opportunity for the surrounding areas of BR to grow not only with businesses but residentially as well. We just need to concentrate on keeping our cities and state clean, healthy, and safe.

I am looking at this map with the proposed loops. I say build the inner loop now,with a new bridge just south of present I-10 bridge, then we can add lanes to I-10 and I-12. Next we build the longer loop around Baton Rouge.

How will the loop affect the present and future ozone warning for the greater BR area?☐

How will the loop affect the intrmodal transport planned south of Baton Rouge?☐

what sort of disclousre requirment will be required of all proposed vendors/contractors who work on the loop?☐

what is the expected reduction of traffic congestion in Baton Rouge will occur after the loop is implemented?☐

☐

☐

[Please do not sell, lease, or assign my email address to any other group or person without my written prior approval. Also, you may only contact me via email for responses to the questions above.]☐

☐

☐

is implemented

When and where will the survey and construction process start?☐

☐

thanks

1. Is there a legend to help explain the map at☐

<http://brloop.com/lmg/ParishAreaWDoughnut.jpg> ?☐

Specifically, what do the heavy black lines, the light gray lines, and the dashed green lines mean?☐

☐

2. Also, could you please make the above digital map capable of "zooming" in on selected regions (like Google maps and yahoo maps are capable of doing)? If this is not so easy for you, then could you please supplement the map with a text, explaining in words the location of any proposed route of the loop?☐

☐

Thanks.

If one of the primary goals of building a loop is to disperse the heavy traffic in the area, to even consider a river crossing in EBR Parish is ridiculous.

Phase 1 direct connect from I-10 to Sunshine bridge with link paralleling Hwy 1 up the west side to just west of Port Allen. □

Phase 2 three lane I-12 thru Denham Springs □

Phase 3 three lane I-10 from split east past Highland or even Hwy 73

Is the Potential Corridors Map available in a GIS format?

Is there a problem with building some of the corridors and opening them during the construction of the loop? I live in Accession and work in downtown everyday is a nightmare of a drive. 22 miles and it takes 1 hour each way to complete and that is if there are no accidents, stales and/or light malfunctions which is a rare event. A loop would be nice but I would settle for a route without so many merges and on and off ramps as anyone driving can see that these locations are the real problem since no one here seems to understand that an on ramp is meant for speeding up to traffic speed.

Build the big North loop only.

PLEASE continue with this BR loop. We needed this loop 20 years ago! Thank you all for finally doing something we have desperately needed for a very long time.

I suggest that you consider alternatives such as light rail, electric buses, and cycling routes. I am firmly convinced that Peak Oil will negate the need for such a loop long before it is built, and getting drivers into alternative mass transit solves the problems of traffic just as well. Have you compared or will you compare costs of the various options? (opportunity costs). Thank you.

This is sad that this may go right near (within a mile) my country home in Central, where I purchased very expensive property to be in a rural area in the quiet. I believe this should not go through the most Northern part of EBR Parish, but more toward Hooper or Greenwell Springs Rd hwy 37 to route from the Old Ms. Bridge. This way the Old Bridge over the Ms. river can be revitalized instead of having to build yet another bridge over the Ms.

I lived in BR for about 15 years. I now reside in the Nashville, TN area. I suggest you read up on the issues that the 840 loop here has faced. It is will help tremendously if you can see all possible issues and have solutions before the public brings them up. Good luck with this project. It will expand and compliment every parish that is involved.

The small loop won't help B.R. traffic. The large one is the better one.

I know this is new and a beginning point, but how accurate are the loop proposals and when will we be able to zoom in to street level to see how close the proposed loops will come to our homes or if we are in jeopardy of being in the path.

The Ascension Parish link is incorrect. Should be www.ascensionparish.net

I pray this loop becomes a reality. I don't want our crooked politicians to ruin this project. Not only do we need it for traffic, but we also need it for the economy.

You must plan the BRLoop like chess players plan their thoughtful moves in order to avoid the mistakes of the past. Mistakes made in classic aruto choked cities like Dallas, Atlanta, Broward County, Detroit, Chicago, Washington DC, San Francisco and Boston and Mexico City. □

□

In those cites, a loop brought temporary satisfaction only to be replaced with even more about more conjection from the automobile as the city continued to grow. Rather than solved the initial problem of growth take a long term view of the problems. Do not repeat the mistakes of the street car suburbs of Boston or the street system of Los Angeles at the turn of the century. You must be imaginative, think way down the road and plan a mass transit system at the same time that can share ROW. □

□

To do less is unacceptable. Short range vision pays short term results. Long term vision guide urban development. I urge you to include planners and landscape architects on your team to assist you with issues of smart grownt and to take a good look at our past and a clearer view way into our future. □

□

Do the right thing. Good luck with the project.

I'm so glad to see the loop project is finally getting underway. It's long overdue. The way I see it on the map, the east and west boundaries of the bigger, outer proposed loop are just where I think they should be. The north boundary is pretty close, and probably close enough to where I think it should be. I do believe like any other large city with a loop, there should be a direct connection to the city's airport. a "spoke" could take care of that. (Think of the loop as a "wheel" with numerous "spokes" radiating out from the center of it.) The proposed south boundry of the bigger loop circle (the one going south of Sorrento) may be a bit far out. Closer to Gonzales may be more efficient. But for the most part, the bigger, outer boundary looks pretty promising.

What about adding a bridge at harrels ferry over the amite. That would relieve a lot of congestion.

Thank you for the website, a lot of good information. The link for Ascension Parish should be ascensionparish.net. The .com site is an out of date web page. □

Thank you.

To what address and to whose attention does one submit written comments?

As with all such projects, I know that the State will do everything possible to screw the property owners affected by the propject (should it happen). As one of those people who is almost certain to have a roadway through the middle of my house, I will strongly work to block any such project. I know that Baton Rouge needs traffic relief. I am simply dismayed to hear the DOT personnel boast of their goal to pay only .60 on the dollar of value when taking land.

The inner loop you have drawn will not help traffic in BR at all, in fact it will probably make it much worse. You need to find a place between what you have drawn to try to locate the loop

Who would route traffic to downtown BR to cross the river? This smaller loop would make no sense!

A highway loop around Baton Rouge is greatly needed. Most people are willing to pay more taxes for this to happen, if it is done right. The longer we wait, the harder it will be to do and more costly. The most effective loop to relieve traffic congestion is one that will be closer to the inside of the proposed doughnut shape. If the loop is constructed on the outer limits of the doughnut shape, people will not use it because it will take too long to travel. Also, a new Mississippi River bridge is needed closer to Baton Rouge. I understand that the inner loop will cause more impacts because of the existing commercial and residential developments, but our city needs to move forward and consider the overall needs of the city rather than try to placate some individuals and businesses who will be impacted. Good luck.

Just looked at the proposed loop and the potential corridors and it appears that I might have a highway over my head. How soon will the exact route of the loop be available?

What would be the benefit of a norther loop? Why would you not utilize the existing bridges in Donaldsonville or Garyville. Bridges are expensive I'm just thinking of ways to save money.

I support the loop 100%, but I urge you to build the southern section north of Plaquemine. I would like to see it near Brusly or Addis. Going too far south will make it a long, unused bypass, not a loop.

I am a property owner in Livingston Parish that will be affected. How soon can I get information on how I will be affected by this project.

After reviewing the potential corridors. If this comes in the path of my property how will the state/parish go about buying me out?. Give me what I think it is worth or just pay me the market price? What if someone does not want to sell for market price..What is his options?

Both the inner and outer loops have advantages for traffic relief; choose the least expensive and least disruptive to residents but choose soon!

When will the final route be announced?

Map of possible routes for loop is not clear---where can I find a better map?

Do you have a more detail map? If so, could I get a copy?□

I cannot tell from this map where the road is going to be. Is there a map with street names?

I have driven the I12/10 parking lot from O'Niel lane heading west to Lafayette for the past 10 years between the hours of 8:15AM and 8:45AM M-F and have noticed the majority of cars are either going to LSU or to downtown BR / north. (They are not going across the river.) I do not see how the loop is going to alleviate this type of traffic on the I12/10. I work in Lafayette and drive on the I12/10 at the worst of times both in the morning and in the evening. In addition to the loop what about having the state adjust the time its employees start and end work. On the many state holidays, the amount of traffic is down considerably. Just some ramblings from a driver. Thanks for taking the time to read them.

I need more road numbers on the map. I can not see exactly what roads are involved in my area on Hwy 447 north of Walker.

If a plan for a loop needs to be what is designed to be, an LOOP around or outside of Baton Rouge, not through already congested areas that construction for the said loop would impact. Let's plan for this loop for years to come. Baton Rouge will continue to grow as we have seen in recent years. Also during this "study" consideration should be granted at the already overused and congested surface streets leading both east-west Baton Rouge to Livingston Parish and north-south Baton Rouge to Ascension Parish.

Please fix the links for the presentations in the media center section of the website.

I really question the validity and need for this loop. It seems that cities who have such loops, like Houston and Atlanta suffer from even more traffic congestion. Enlarging and widening major highways only attracts more traffic creating a forever increasing congestion problem. Baton Rouge doesn't suffer from a lack of roads, but a lack of a viable mass transit system, a strong interconnected street grid that creates varied routes for commuters, poor traffic light synchronization, and outdated inefficient zoning that promotes sprawl, overuse of automobiles, and massive outlays of tax funds. □

On a personal note -when the loop first was presented to the residents of West Baton Rouge, and particularly my community of Brusly, we reacted with horror to find out that several of the options would cause the demolition of several large neighborhoods, and a National Register Plantation Complex, along with potentially creating a hazardous environment for our two schools which would be almost under the proposed elevated hwy and bridge. Baton Rouge has had the luxury of being able to witness what has and has not worked throughout this country. These massive loop systems will not be effective

i think its should be build asap for better businesses to appear

In 2005 I moved away from the Walker area to avoid the traffic and expansion. I now live near French Settlement. The proposed outer loop will ruin the rural and historic environment of the area and engulf my home as well, bringing Baton Rouge's traffic and problems. Let BR keep its problems, don't dump it on folks who don't want it. I will remain adamantly opposed to your loop

In 2005 I moved away from the Walker area to avoid the traffic and expansion. I now live near French Settlement. The proposed outer loop will ruin the rural and historic environment of the area and engulf my home as well, bringing Baton Rouge's traffic and problems. Let BR keep its problems, don't dump it on folks who don't want it. I will remain adamantly opposed to your loop

It would be great if the loop helped people get from the new Mississippi bridge out to Livingston and Prarieville without having to go to Gross Tete to ease the traffic from workers in Baton Rouge going home, not just drivers passing through the city.

When will the web site include maps of the preposed loop so I will be able to see what routs are being considered?

The Loop should have been completed in the 1990's when I was working in B.R. Drove to B.R. from 1975 to 2001. I would never work in B.R. now. Traffic is terrible.

how can i make your maps bigger so i can read them?

I live off hwy 16 in Port Vincent. I attended the meeting for Livingston parish this evening. I wanted the powers that be to know, and take into serious consideration my home as well as the 300 year old live oak tree are both on the historical registry. Thank You

I was unable to make the Livingston Parish meeting tonight but at first glance at the map, it looks like the first, smaller loop is right next to my subdivision, Forest Ridge on John L Lane which is next to Buddy Ellis Road and the new Juban Road interchange. I am not in favor of the Loop coming this close to my home. I would much prefer the wider loop, which would disrupt the least number of homes and businesses and leave ample room for growth in the future. Thanks for your consideration.

I think that the longer, outer loop is better for Baton Rouge. The city needs room to grow inside the loop like other major metropolitan areas instead of having future growth of the city spill outside the inner loop. It will take a decade to build it anyway while the city and traffic continues to grow...Let's think ahead for once.

I think you guys are foolish to take away are cut in half the last wildlife habitat left in this parish. Hoo Shoo Too Rd. is a natural flood plain. Most of the interstate will have to be elevated.

At the Denham Springs Open House this evening, I viewed the maps showing prospective corridors for the Baton Rouge loop and was told I could view them at brloop.com. I have been unable to view those maps at that website. Can you please explain to me what I have to do to view them on line?

Has the Idea of rapid transit also been considered, like Mono rail or Electric rail. This would reduce the amount of car on the roads.

Take this so called loop and put it in Kip Holden's back yard. Livingston Parish does not need a loop for anything. If people that move to Livingston Parish is in a hurry to ride don't move here. We will fight this loop coming through Livingston Parish and especially French Settlement

I want to know when the public meeting in WBR will be held.

When is public meeting in WBR

are there plans to have this an elevated loop similar to the one in Texas?

On the maps there is a school in Watson that is not indicated. North Live Oak Elementary along with the future site for a new High School is located just below the route that comes across hwy 16N and LA 1022. Because of the schools, I hope that you would reconsider this route which would bring heavy traffic into close proximity of our children.

I would like to receive additional information regarding the proposed corridors which pass through the Spanish Lake region in Ascension Parish. I would like to know the possible construction methods that are being considered if it is decided to pass directly through an old growth swamp. If you plan to pass the loop through this region, expect heavy opposition from the surrounding wildlife refuge and the residents to the south of that region. Thanks.

I would like to know what type of loop. A surface loop would create major flooding from tidal surges for lower Livingston and other Parishes. Also slower drainage for excessive amount of rainfall for the upper parishes.

As I drive downtown and back home everyday I am constantly amazed by the number of 18 wheelers traveling I10 & I12. If there was a reasonable alternative for them to use then there would not be a traffic problem.

This project will be 'in my backyard' for both my current residence and the residence I am about to construct. I welcome the project!

Two years ago, I left the Walker area to escape the traffic and growth and moved to the French Settlement area. Now your proposed loop will be on my doorstep. I object to the loop running through my rural home area. It will inevitably bring Baton Rouge traffic and all of its problems with it. Let Baton Rouge keep its problems, don't bring them to me!!!

Does the drawing of the loop represent a smaller one inside the larger one? Does the plan call for 2 loops?

I am against the interstate loop destroying small communities that have historical significance such as Port Vincent & French Settlement. It must be possible to route this loop as not to impact or destroy these small peaceful rural communities.

How will it affect French Settlement? Especially Hwy. 16 & 42?

This plan should have been implemented with the original construction of the interstate system -- not THROUGH BR. I fear it is already obsolete, however. What all cities need, had and were conned out of by automotive interests, is an efficient, reasonably priced mass-transit light rail system. Driving is costly, dangerous and a waste of time -- I wish I could park my car at a nearby station (or walk) and read on the way to LSU and back 5 days a week. I applaud any plan to alleviate local traffic (more left turn or bypass lanes at two-lane intersections would also help) but hope provisions will be made for future rail or non-fossil fuel mass transit (electric buses?). I also hope fossil fuels will be taxed heavily, with appropriate deductions for business use, to pay for a new age of mass transit and to discipline consumers and automakers toward greater efficiency and less waste. Americans are really missing the third leg (air, land and rail) of a viable transportation system.

Please consider the negative effects of suburban sprawl on the development of a world class downtown -- which we should develop. (Build up, not out).

Has anyone considered the possibility of making the current interstate stacked by adding another level on top of the existing interstate? Wouldn't this be cheaper for the state and easier on the surrounding communities in that land wouldn't have to be bought?

My Home is located at 14270 Bayou Terrace Drive, Saint Amant, LA 70774 and the Loop looks to be intersecting the middle of the subdivision. Could you provide the point of intersection for the Loop through Bayou Terrace. The address can be pulled up using any internet mapping service. Thanks for your response, Very Concerned Home Owner.

the site of the old cinclair sugar refinery in north brusly , la. is no longer in operation and was at one time considered as a point for a bridge to cross the mississippi river in north brusly to baton rouge . would you now consider it again ? and could we please get a bicycle lane on it if you do ? thank you.

There is only one route and that's to take off I-10 before the bridge, go south across Miss. river above Addis, to north of Pairieville to north to Walker I-12. All the trucks going to N.O. or East to I-12 would take this route, also all the plant workers that live East of BR would benefit from this route. A route North of BR is a very big waste. Just like too far South is a waste, no one would take it unless they were going to N.O. I did draw the route on the map plan, but unable to submit it. I can email it if anyone is interested.

Please be advised that Ascension's correct website address is ascensionparish.net. □

Betty Robert □

Public Info. Officer □

Ascension Parish Government

These Maps are too small to read! Please put better map pictures on this site so that we can give you informed feedback. thank you, S.R. Duke

Please forge ahead. This is smartest idea Baton Rouge has tackled in many years. We are behind the loop 100%. Let me know if I can help. -Smith Hartley, Publisher, Healthcare Journal of Baton Rouge

While you are planning possibilities for loop paths, a good first step would be an "interstate" style, limited access on the west side of the River from I-10 connecting to the Sunshine Bridge and link to I-10 again. Make it a toll road.....get it done.

I am 54 years old and as long as I can remember they have been talking about a loop. Please get on with. It's now or never. So build the loop and stop the talking. Take initiative!!!!

I was unable to attend the mtg in Livingston Parish. I would like to suggest using the outer loop that crosses I-12 east of Walker. The traffic backs up that far at times in am. □

However, I think I would like to see the loop go to the east of Port Vincent-however; I do not know where all those drivers on 447 south of Walker are coming from in the afternoons. I think the Mississippi River plant workers would pay tolls to decrease commute time when working 12 hr shifts. □ There is no hospital in Livingston Parish, so you might want to think of how the loop could help access hospitals in Assension Parish. I would think that a representative from Acadian Ambulance service and a home health nurse could give you some good advice. □

As for the northern loop, I think the northernmost part in Livingston Parish may be too far out today, but I do like the thought of a new bridge over Miss River and easier access to Baker area. This may be good in ten years. Using the "middle loop near 1025 would take one downtown faster, but then there would be a bottleneck at the I-10 Miss River bridge. □

I think one of the major problems with all the roads around this corridor is the limited number of bridges. Also, why is 190 a two lane road????????????? This should be a eight lane road with two for turn I

I moved to the country to intentionally be away from the interstate and big business. This loop will mean not only losing my home, but my children will have to change schools. I think we should hang on to what little rural area we have left especially when there are other ways to alleviate the traffic problem from the Watson area to Baton Rouge. You could 4-lane Hooper Road, 4-lane Greenwell Springs Road and build the second bridge across the Amite River from Hooper to the Watson area. It would help with traffic while still preserving people's homes and not placing them in a city-like atmosphere which is why I moved to the country to start off. I know big business and money are the names of the game but you are disrupting lives of many taxpayers who feel like they don't have a say in the matter. PLEASE DON'T TAKE MY HOME FOR THE SAKE OF TRAFFIC!!!

the inner loop would not help traffic problems. the outer loop is needed to divert truck traffic from dist. centers, etc. the outer loop would also help those of us in outlying areas get home and at the same time helping the traffic problems on 415, la 1, baton rouge, range in denham and walker south in walker. the areas most through traffic is trying to avoid. if this is going to be a toll road. why would anyone pay a toll to slow down on another congested freeway, and don't forget the chemical plants, cabelas, etc. that would be closer to the outer loop.

Concerning the current loop map, it is my opinion that we should construct the north outer loop and the south inner loop sections. The most important aspect of the loop is to provide a "shortcut" or faster roadway thru Baton Rouge...if not truckers passing through will not use it...especially if there is a toll fee attached. Designing it over current major highways doesn't work in other cities...it needs its own dedicated route.

I was delighted to hear about the meeting at North Park. I was curious about what was being planned. I know that nothing is set, but I was nice to see the possibilities.
Thank you.

hi everyone, I live in Brittany, a quite, peaceful community between Gonzales and Sorrento. One of the Loop corridors is right thru my neighborhood. My home has been in the family for 115 years. Please leave us alone and let us live and die in peace. Putting this Loop thru here will destroy the peaceful character of this area and lower my property value. Find another Route, please. With the noise and other negative aspects of this Loop, life here will surely be affected in a negative way. If you do come thru Brittany with your Loop please take all my property and house, not just part of it, pay me fair market value and I will leave and find a home elsewhere. don't put it within 1500 ft. of my home where I will hear the noise and get my property value lowered and not get a penny. Mr. Holden, with all due respect, if I have to hear all the noise and get my property value lowered with this Loop, let's configure the Loop where it passes about 300 feet from YOUR HOME, yes that's right, let's share the wealth Mr. Holden, let's have you listen to the constant roar of trucks and cars all day and lower your property

I missed the EBR meeting on the Loop. I found this website yesterday. I would like to know where is this loop going to be placed if it is put north of Hwy 64. I live in the rural community of Chaneyville. I am concerned for the effect it will have upon my area. I can not tell from the map I see on the website exactly where this is going to be placed.

Can you provide a Google Earth overlay of the proposed routes?

Would like to see a higher resolution map of potential corridors placed on Web site. When map is

MY QUESTION IS, HOW CLOSE TO FRENCH SETTLEMENT SCHOOL IS THE LOOP? WILL THERE BE A WALL OR SOMETHING TO BREAK THE NOISE AND STOP THE LITTER? AND FINALLY, IS THERE GOING TO BE EXIT RAMPS THROUGH THE TOWNS?

I don't understand how an additional Mississippi River Bridge right next to the current bridge will solve any traffic issues. Based on the maps, this looks like an option being considered. How likely is that to actually happen? I own a home near the current bridge on Julia St. and I am concerned at the possibility of creating a loop that just skims the outside of the current interstates and goes through the same neighborhoods that are just beginning to recover from the last time.

Public Meeting Summary

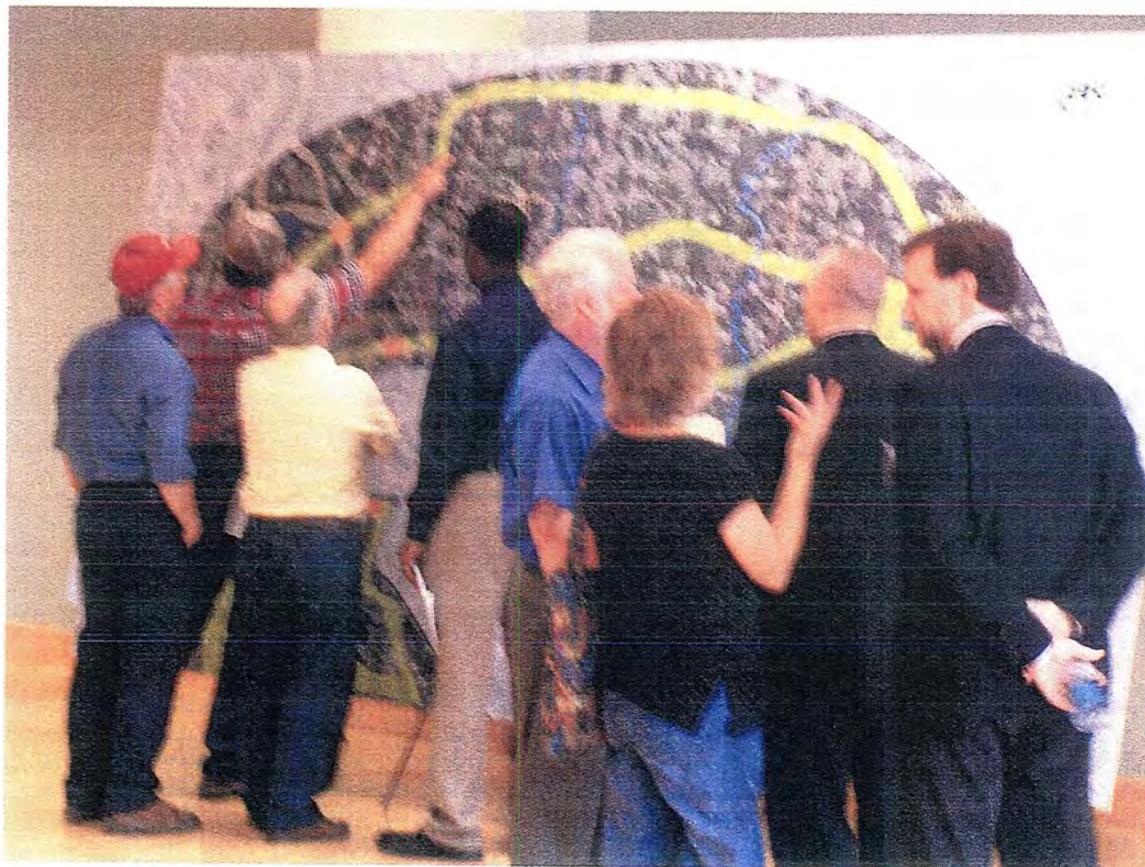
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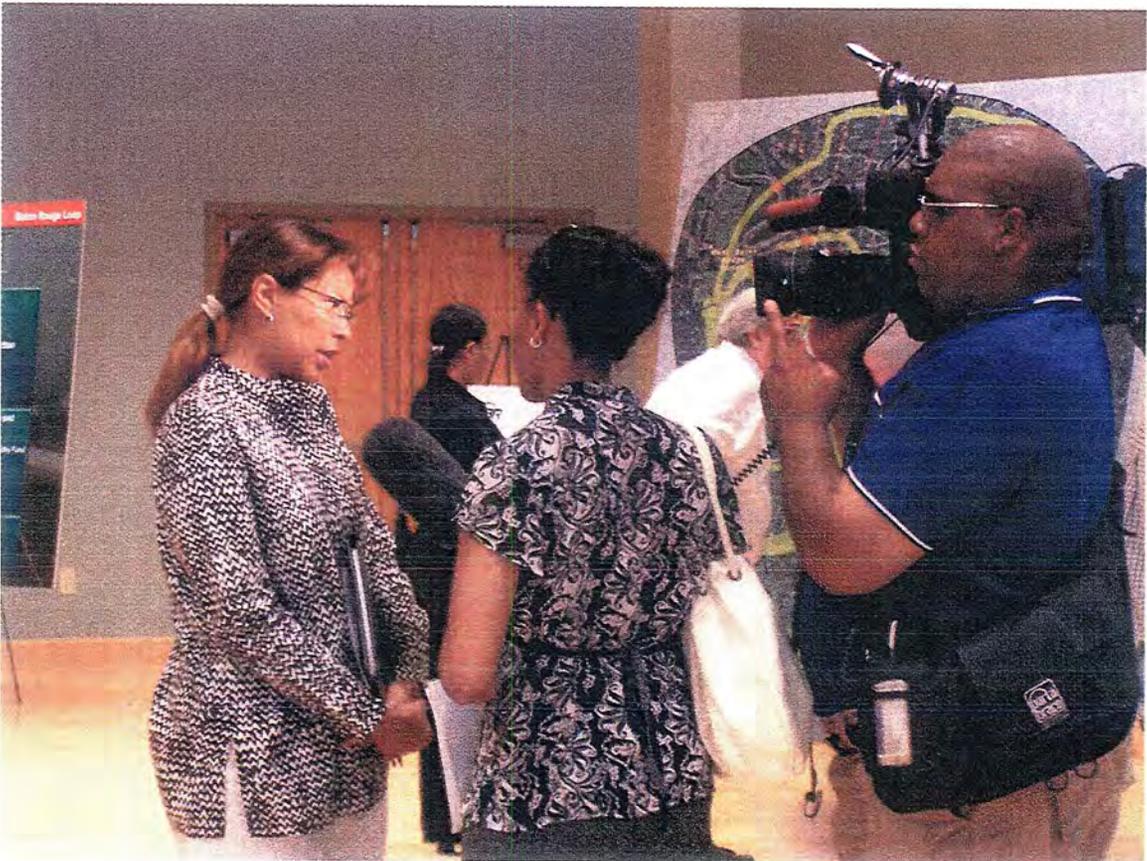
Exhibits

Comments

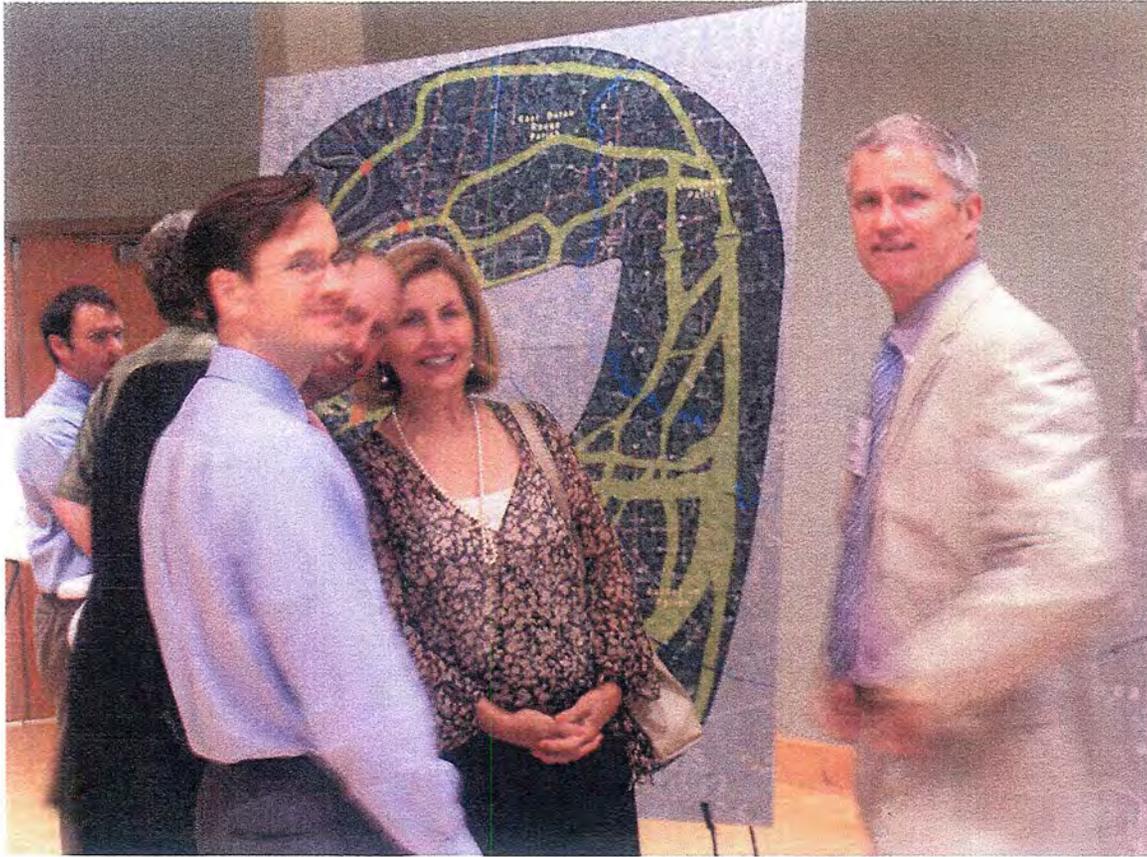
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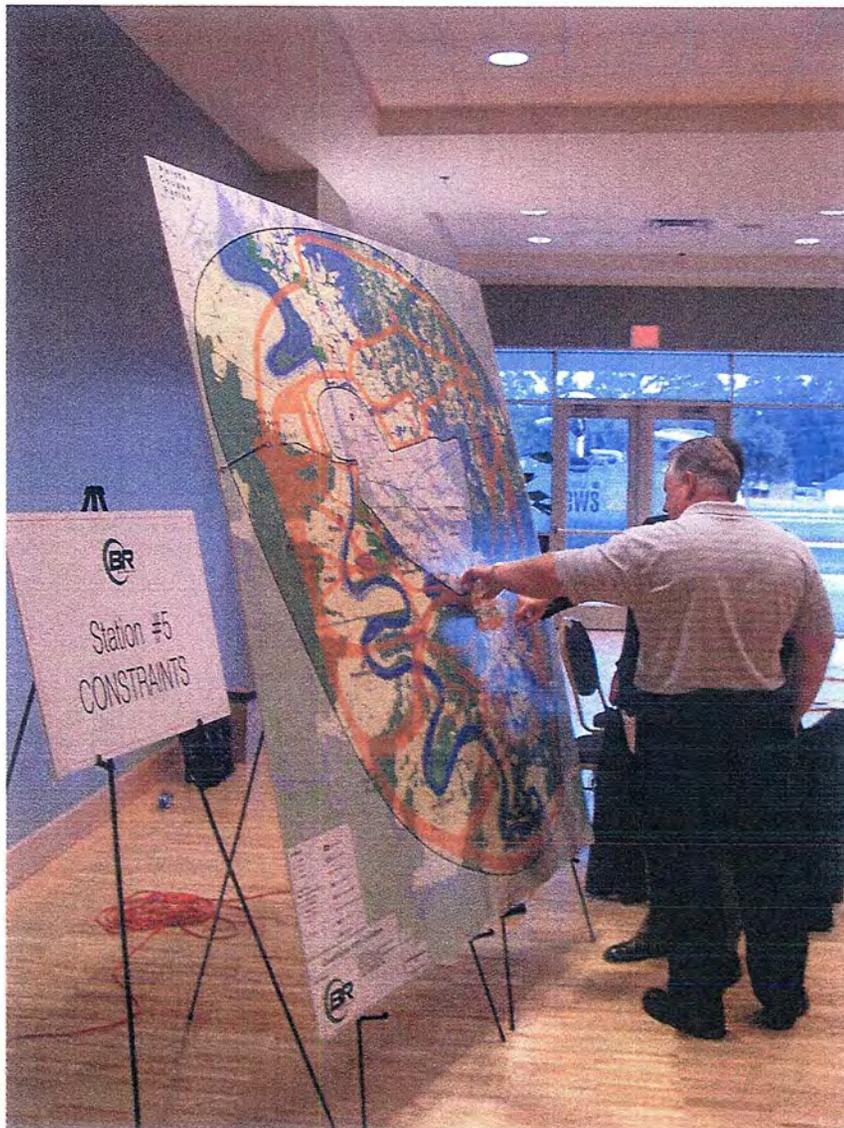
East Baton Rouge

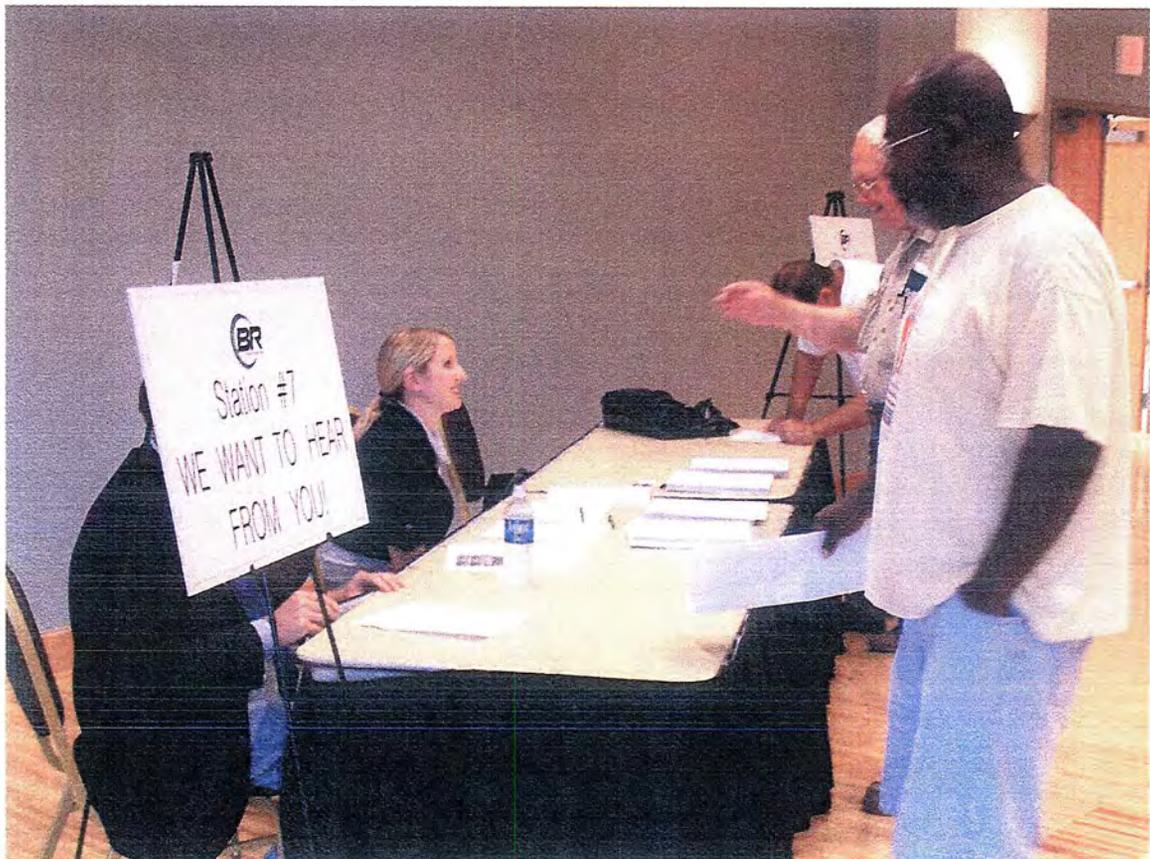
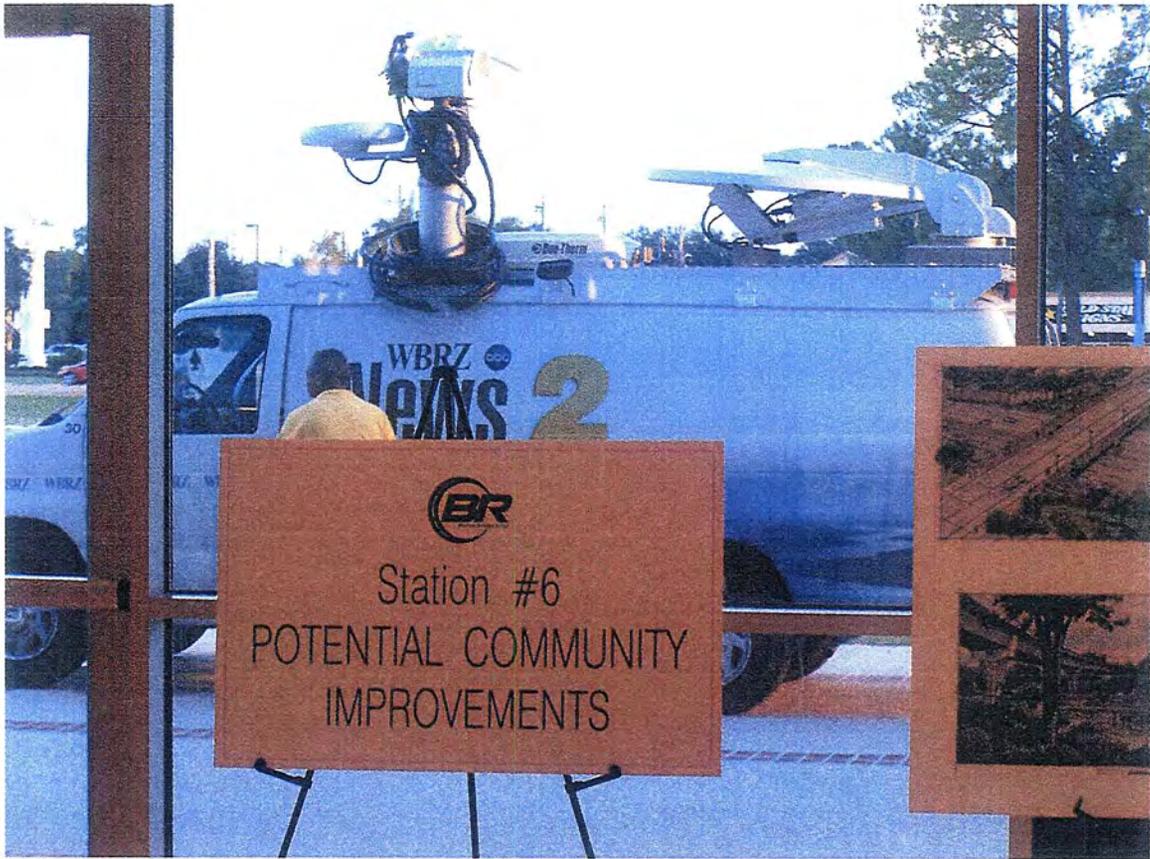


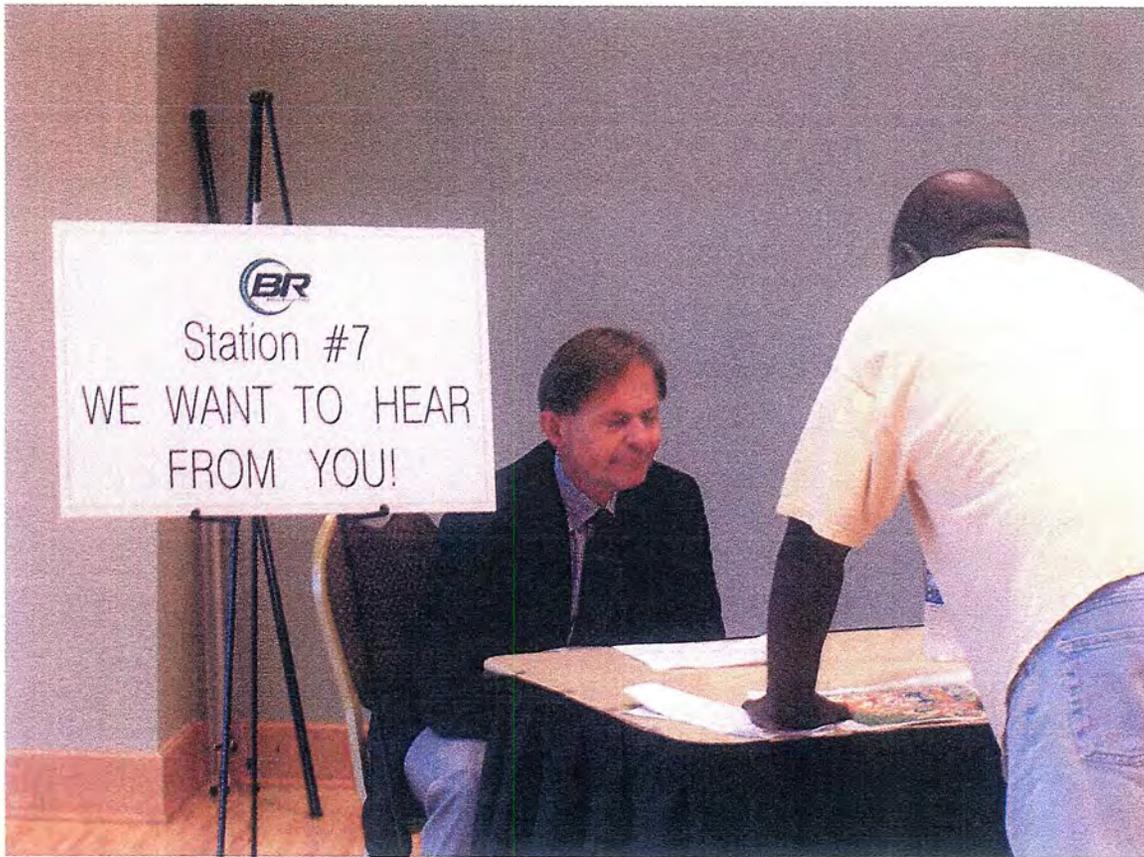






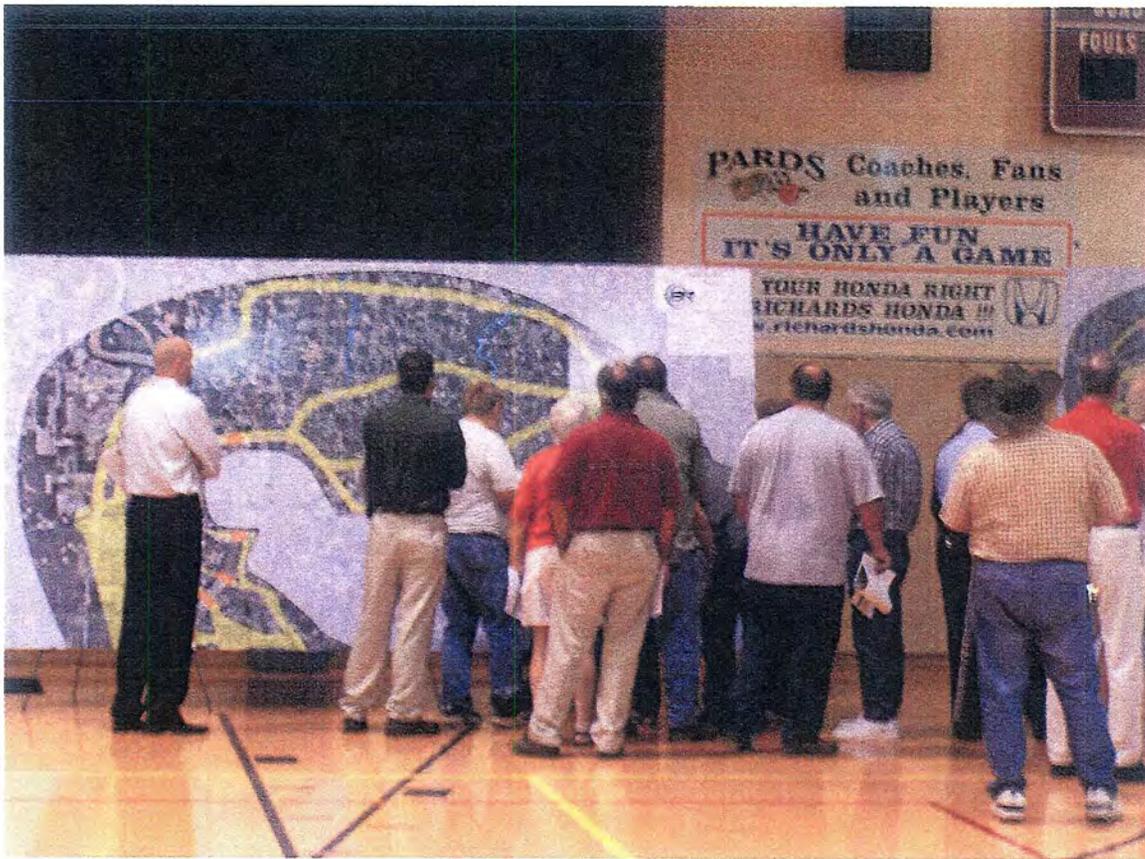




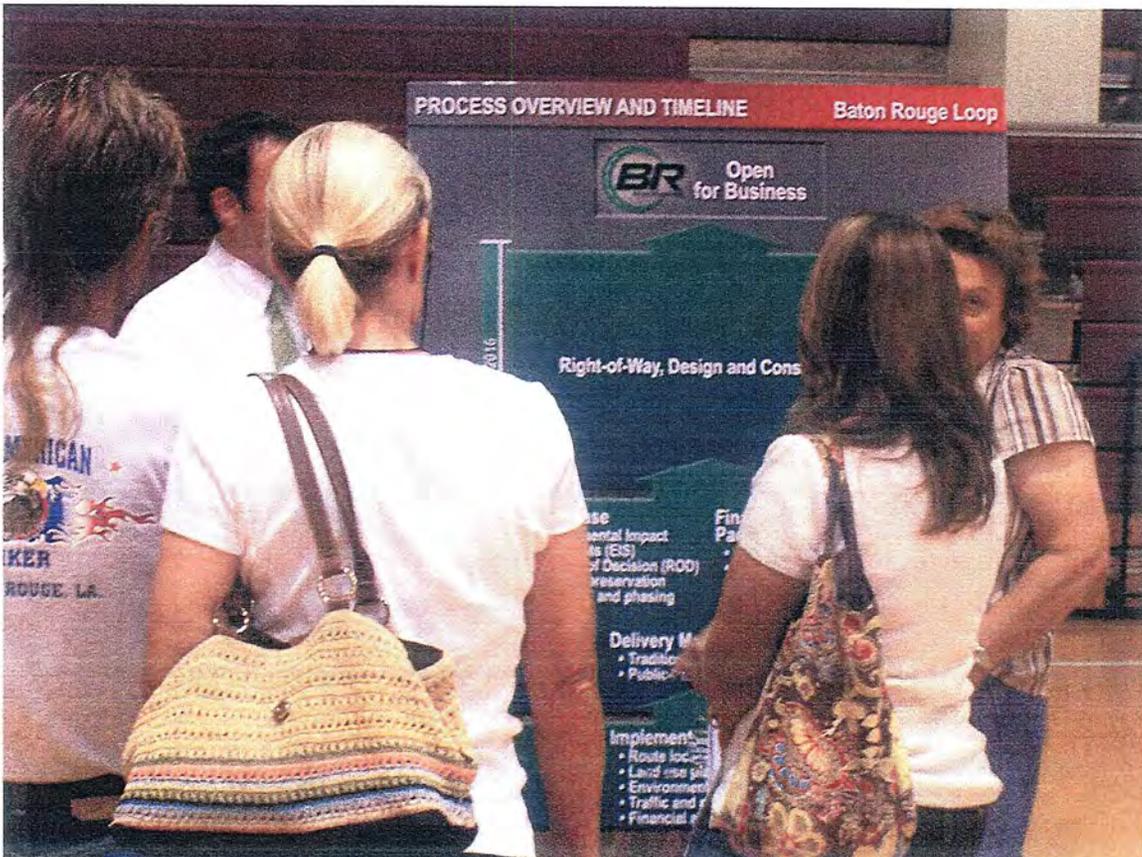


Livingston Parish

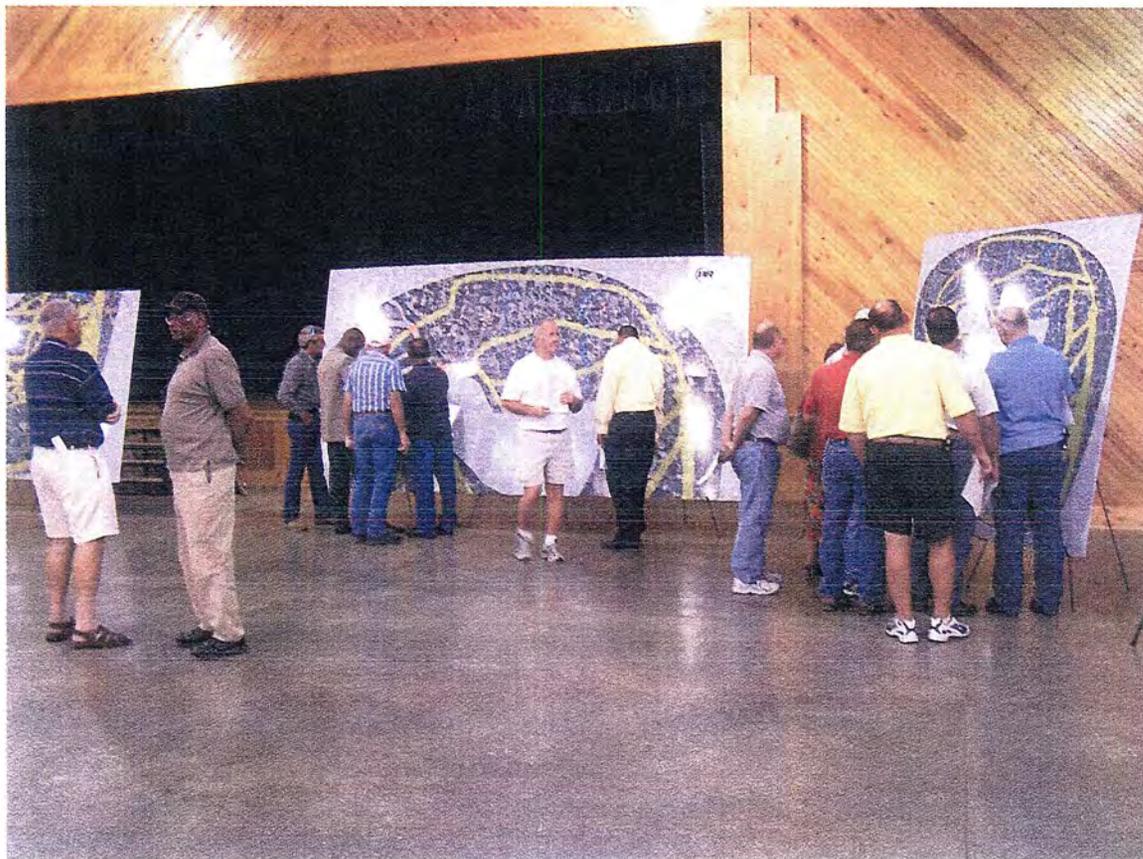








West Baton Rouge / Iberville





Ascension Parish









BATON ROUGE LOOP IMPLEMENTATION PLAN

Public Meetings Report

Second Round

February / March 2008



PUBLIC MEETING SUMMARY

Handouts

Exhibits

Comments

Pictures

**BATON ROUGE LOOP IMPLEMENTATION PLAN
PUBLIC MEETINGS REPORT**



The second round of public meetings for the Baton Rouge Loop Implementation Plan was held on February 25-28, 2008 and March 3, 2008.

EAST BATON ROUGE- 25 Feb 2008

BREC Headquarters Building
6201 Florida Boulevard
Baton Rouge, LA 70806
4:00 p.m. - 7:00 p.m.

ASCENSION- 26 Feb 2008

Gonzales Civic Center
219 S. Irma Boulevard
Gonzales, LA 70737
4:00 p.m. - 7:00 p.m.

LIVINGSTON- 27 Feb 2008

North Park Recreation Center
30372 Eden Church Road
Denham Springs, LA 70726
4:00 p.m. - 7:00 p.m.

WEST BATON ROUGE- 28 Feb 2008

Addis Community Center
7828 Highway 1 South
Addis, LA 70719
4:00 p.m. - 7:00 p.m.

IBERVILLE- 3 March 2008

Plaquemine Civic Center
24700 J. Gerald Berrett Boulevard
Plaquemine, LA 70764
4:00 p.m. - 7:00 p.m.



This report contains project information and information regarding the second round of public meetings.

Project History

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been discussed for decades and studied extensively. In the mid 1990's, the South Bypass was studied, followed by a Major Investment Study in the late 1990's. In 2004, a feasibility study was completed for the North Bypass. In 2005, Hurricanes Katrina and Rita increased traffic in Baton Rouge to the 20 year-projected volume overnight. Congestion plagued the interstates and arterials, and the need for transportation improvements became more critical than ever before.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects have been unable to keep up with transportation demands. In 2006, legislation was passed and enacted and made new financing models possible - the Transportation Mobility Fund and Public-Private Partnership. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

The Implementation Plan

The Implementation Plan for the Baton Rouge Loop is funded by East Baton Rouge Parish. For the contract, which spans from May 2007 to May 2008, a team of industry leaders chosen by the East Baton Rouge Engineer Selection Board was selected to determine potential corridors and financing.

Components of the Implementation Plan:

- 1) Identify Corridors and Design Features for the Baton Rouge Loop
- 2) Assess Environmental Feasibility and Permitting
- 3) Develop Cost Estimates
- 4) Estimate Traffic Patterns and Revenues for the Loop
- 5) Prioritize the Process and Schedule for Construction and Financing



Project Team

The project is managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. In addition, an Advisory Committee was formed by representatives chosen by the Executive Committee to provide technical assistance, coordinate with appropriate agencies and provide expert advice and counsel. Each Parish President selected two members to serve on this committee, as well as regional members. A Stakeholders Committee was formed to ensure that stakeholders from each parish were involved from the early stages of the project. Regional stakeholders were chosen and representatives for each parish based on population.

The consulting team consists of three engineering firms - ABMB Engineers Inc., URS Corporation and HNTB Corporation – a public relations firm, Marmillion Gray and Sabiston, and a financing firm, KPMG.



Public Meetings

A key component of the success of the Baton Rouge Loop is public outreach to assure the Implementation Plan includes input from residents of the five parishes impacted by the proposed project.

Throughout the development of the Implementation Plan, the Project Team conducted public meetings throughout the five parishes to assure the interests and needs of communities within these parishes were carefully considered.

More than 1,700 registered attendees participated in the second round of public meetings.

<u>Parish</u>	<u>Attendees</u>
East Baton Rouge	157
Ascension	598
Livingston	512
West Baton Rouge	312
Iberville	195
TOTAL:	1,783

The purpose of the public meetings was to provide attendees updated project information, including corridor refinements and to solicit input and obtain public comments.

As part of the Tier 1 EIS decision-making process, input was solicited on the project's purpose and need; the key reasons for the project; the range of alternatives considered; corridor alternatives and environmental, socioeconomic and other concerns.

All handouts and comment forms from the five meetings are contained in the report. Each meeting consisted of nine stations that guided the attendees through the process.



Station 1: Registration – Attendees were asked to sign in and provide an email address if they wished to receive meeting notifications regarding the Loop.

Station 2: Project Video – Attendees were given a fact sheet with project data and shown a short video presentation introducing the Loop project.

Station 3: NEPA Process Defined – Attendees were presented information on the NEPA process and the differences between a Tier 1 and Tier 2 Environmental Impact Statement (EIS). Also, as a component of the public scoping meeting, attendees were able to review with team members and comment on the BR Loop's purpose and need statement. Handouts with relevant NEPA process information were also distributed.

Station 4: Project Timeline – Attendees were presented a project timeline documenting the steps until the Loop is open to traffic.

Station 5: Proposed Corridors - Attendees viewed large exhibits showing all potential corridors for the BR Loop with an aerial background.

Station 6: Constraints – Attendees viewed an exhibit showing all constraints (i.e. wetlands, schools, cemeteries, churches and archeological sites). Attendees were encouraged to inform the Project Team of any constraints that were not shown.

Station 7: Corridors Eliminated – Attendees reviewed corridors that have been eliminated from further consideration for the BR Loop.

Station 8: Potential Community Improvements – Attendees viewed exhibits of potential improvements that could be incorporated into the BR Loop project and the community. These included murals, decorative structures, bike paths and walkways.

Station 9: We Want to Hear from You – Attendees were invited to complete comment cards about the project and the meeting. Attendees had the option of completing the card at the meeting or completing the card after the meeting and faxing or mailing it to the Project Team.



Public Meeting Summary

HANDOUTS

Exhibits

Comments

Pictures



STATION 1 – REGISTRATION

Sign up here to receive future meeting notices on the BR Loop and to review defined purpose of a public scoping meeting. Station checklists and comment forms distributed here.

STATION 2 – PROJECT VIDEO

Make sure you pick up a FACTSHEET on the BR Loop and watch the video for an introduction to the project.

STATION 3 – NEPA PROCESS DEFINED

Find out more about the NEPA process and the differences between a Tier 1 and Tier 2 Environmental Impact Statement (EIS). Also review with team members the BR Loop's purpose and need statement.

STATION 4 – PROJECT TIMELINE

See the steps the BR Loop project will go through before you can drive on it.

STATION 5 – PROPOSED CORRIDORS

View the potential proposed corridors for the BR Loop. Talk with team members to learn about each corridor. The latest maps are distributed here.

STATION 6 – CONSTRAINTS

We want to know what potential trouble spots there are for the location of the BR Loop. Show us your thoughts using DOTS on the map.

STATION 7 – CORRIDORS ELIMINATED

Review corridors that have been eliminated from further consideration for the BR Loop.

PUBLIC SCOPING MEETING STATION CHECKLIST

**STATION 8 – POTENTIAL COMMUNITY IMPROVEMENTS**

How can the BR Loop fit in with the character of my community? View images showing potential improvements to the community that the BR Loop project could incorporate.

STATION 9 – WE WANT TO HEAR FROM YOU!

Ask project team members questions about the BR Loop. Take an opportunity to fill out a written comment form or record your comments.



www.BRLoop.com

FACT SHEET

PROGRAM OVERVIEW

East Baton Rouge Parish funded the development of an Implementation Plan for a traffic loop around the City of Baton Rouge to relieve traffic congestion in our growing region. Since May 2007, the Project Team has been working to determine, among other things, the Loop corridor and financing models for construction.

The process has been managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. Additionally, Stakeholder and Advisory committees have met regularly to provide valuable feedback and ensure that agencies, communities or organizations impacted by development of the BR Loop have opportunity for input into the planning process.

Components of the Implementation Plan include:

- Location
- Assessment of traffic and revenue potentials
- Develop financing plan
- Develop phasing plan for construction
- Public outreach and community involvement

As the Project advances into the Tier 1 Environmental Impact Statement (EIS) phase, the Project Team will continue to evaluate the corridor alternatives for environmental, socioeconomic and other impacts and select a single BR Loop corridor.

Components of the Tier 1 EIS include:

- Draft EIS document
- Public hearing(s)
- Final EIS document
- Record of Decision (to select single corridor)

HISTORY

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been considered for decades and studied extensively, in the mid-1990's, again in the late 1990s for a southern bypass

and most recently in 2004 for a northern bypass.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects, which include state and federal gas taxes, have been unable to keep up with transportation demands, a common national trend for large highway projects. In communities such as Baton Rouge, which has a high growth rate and ever-increasing traffic congestion, the need is critical for new financing models.

East Baton Rouge and surrounding parish leaders recognize the demands on the current highway system and are exploring new models of finance, including tollways.

INNOVATIVE FINANCING

Perhaps the most important element in current plans to move forward on the Baton Rouge Loop is that opportunities for financing are in place that have not been available in the past.

These new financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

As Louisiana moves forward with these new financing models, it is important for the Baton Rouge Loop program to be a top priority in terms of grants from the Mobility Fund and for consideration of private investments.

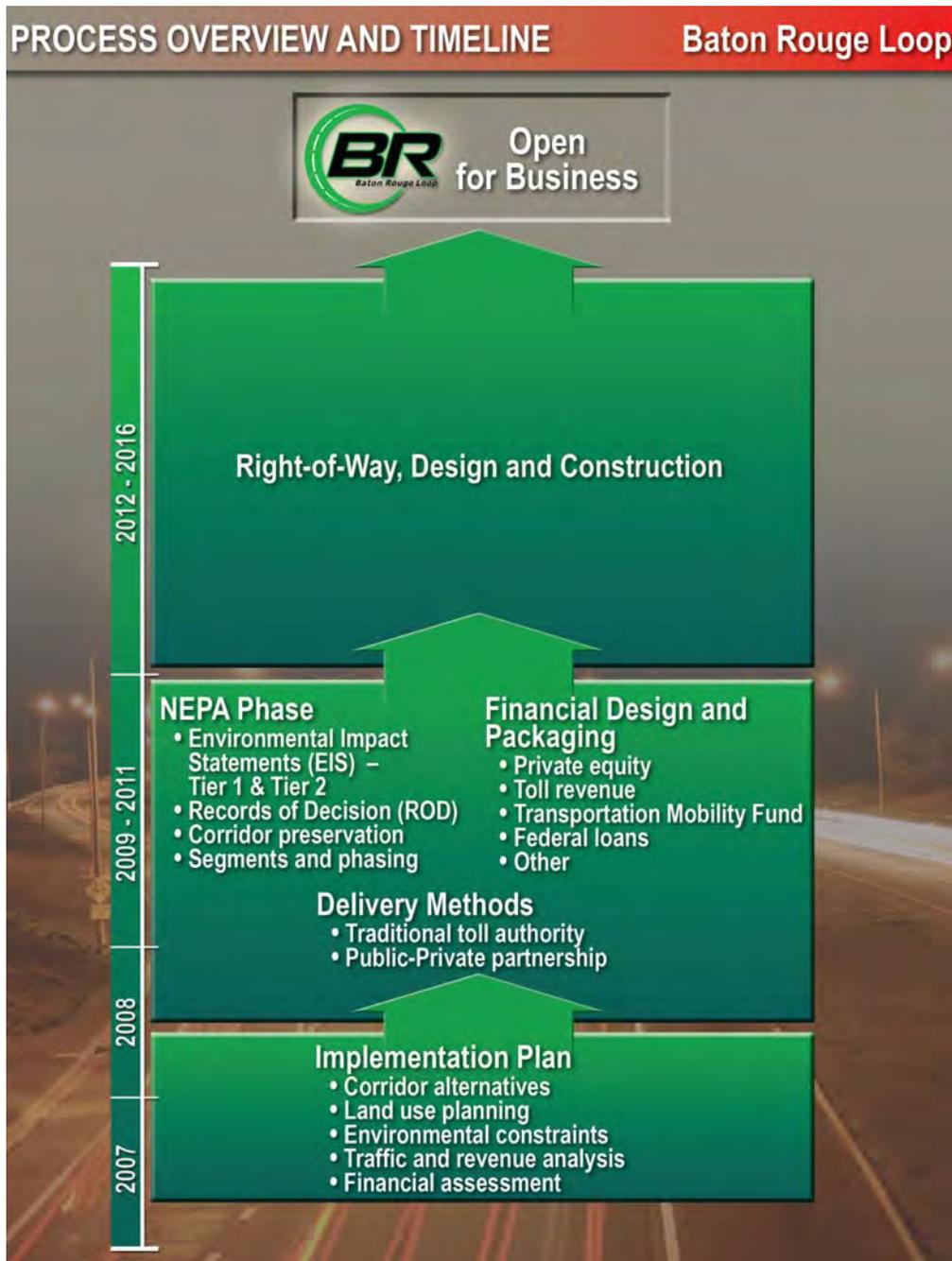
NO ROADS, SLOW ROADS, OR TOLL ROADS...

The Louisiana Legislature recognizes that new models of roadway finance are needed, too. State legislation was enacted in Louisiana in 1997, 2001 and 2003 regarding the creation of toll authorities to plan, design, construct, and operate toll roads. This legislation includes a bill that permits the formation of local toll authorities for any Parish or contiguous Parishes in the state (1997), the Louisiana Transportation Authority (LTA) which has statewide jurisdiction for toll roads (2001), and the LMEC toll authority charged specifically with implementing a loop around Lafayette (2003). These actions by the legislature indicate an understanding and recognition of the need for highway improvements in Louisiana and the lack of funding available from traditional sources to implement these improvements.

PUBLIC-PRIVATE PARTNERSHIP (PPP) LEGISLATION

In 2006 Act 304 became law providing the opportunity for private investment in Louisiana's transportation system. This legislation provides another tool to develop comprehensive financing arrangements and new methods of project delivery. The PPP approach, like the Mobility Fund, will be geared to projects that are viable as toll road projects. The PPP legislation can be used in combination with the Mobility Fund legislation and other financing components to help craft creative financing packages.

PROJECT SCHEDULE FOR BR LOOP





PUBLIC INVOLVEMENT

PUBLIC SCOPING MEETINGS

The official public scoping meetings will provide information and solicit public input and comments on the BR Loop project. Five public scoping meetings are being held February 25 – March 3 from **4:00 – 7:00 p.m.** in each potentially affected parish at the following locations:

East Baton Rouge Parish – February 25, 2008

BREC Headquarters, 6201 Florida Blvd., Baton Rouge

Ascension Parish – February 26, 2008

Gonzales Civic Center, 219 South Irma Blvd, Gonzales

Livingston Parish – February 27, 2008

North Park Recreation Center, 30372 Eden Church Road, Denham Springs

West Baton Rouge Parish – February 28, 2008

Port Allen Community Center, 749 North Jefferson Avenue, Port Allen, LA

Iberville Parish – March 3, 2008

Plaquemine Civic Center, 24700 J. Gerald Berret Boulevard, Plaquemine, LA

BRLoop.com

VISIT THE BATON ROUGE LOOP WEBSITE FOR MORE INFORMATION

The BRLoop website can be a handy feature for staying current on the process, planning and progress. Click on BRLoop.Com for the latest information:

- Project and meeting schedules
- Meeting reports
- Current corridor Maps
- Links to related sites
- Contact for feedback and questions



**BR Loop Public Scoping Meeting Open House Comment Form
February 25-28 & March 3, 2008**

(please check meeting attended)

- Monday, February 25, 2008
- Tuesday, February 26, 2008
- Wednesday, February 27, 2008
- Thursday, February 28, 2008
- Monday, March 3, 2008

Welcome.

Your insight and concerns are of key importance to the BR Loop Team during the Implementation Plan & Tier 1 Environmental Impact Statement (EIS) process. Please take time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You may also fax or mail the completed questionnaire or additional comments to the number or address below. Comments are welcome throughout the process; however, only comments received by March 10, 2008 will be included as part of the official record of the Scoping Process.

Please comment on the following scoping items:

Project purpose and need: What are the key reasons for this project? Additional reasons?

Range of alternatives considered: What alternatives should be considered to meet the need for the project?

Corridor alternatives: Are there corridors that have been omitted from further consideration or new corridors that should also be evaluated in the Tier 1 EIS?

**BR Loop Public Scoping Meeting Open House Comment Form
February 25-28 & March 3, 2008**

Environmental, socioeconomic or other concerns: What are key issues? What should influence the selection of the single corridor that advances to the Tier 2 evaluations?

Other comments, questions or concerns (enclose additional pages as necessary)

Would you like to receive future updates on the BR Loop project? YES NO

Please include your contact information for the official project record. Anonymous comments cannot be verified or fully considered.

Name: _____

Address: _____

Email: _____

Public Meeting Summary

Handouts

EXHIBITS

Comments

Pictures

BR Loop Public Scoping Meeting Open House

As part of the Tier 1 EIS decision-making process, the Project Team requests your input on the following:

- **Purpose and Need**

What are the key reasons for this project?

- **Range of Alternatives Considered**

What alternatives should be considered to meet the need for the project?

- **Corridor Alternatives**

Are there corridors that have been omitted from further consideration or new corridors that should also be evaluated in the Tier 1 EIS?

- **Environmental, Socioeconomic and Other Concerns**

What are key issues?

What should influence the selection of the corridor for Tier 2 evaluations?



National Environmental Policy Act

NEPA DEFINED

The National Environmental Policy Act, 42 United States Code 4321-4347, (NEPA) was passed in 1969 to establish a national policy for consideration and communication of impacts to the environment from actions of the federal government and its agencies.

NEPA requires that Federal agencies disclose the results of their analysis and the effects of project implementation on the environment and solicit comments on the proposals from interested and affected parties. This analysis is documented in reports such as the Environmental Impact Statements (EIS) being prepared for this project.

The purpose of documenting the NEPA process provides for complete disclosure to the public; allows others an opportunity to provide input and comment on proposals, alternatives, and environmental impacts; and provides the appropriate information for the decision maker to make a reasoned choice among alternatives.

Public involvement is a vital component of the NEPA process. The first opportunity is the "Scoping Process," where the purpose and need for the action and preliminary alternatives are discussed and presented. State and Federal agencies are invited to participate or cooperate in the EIS preparation and review.



NEPA Environmental Process

Tier 1 Environmental Impact Statement (EIS)

The objective of the Tier 1 EIS is to evaluate the corridor alternatives and select a single BR Loop corridor. The Tier 1 selected corridor will be a broad band width of 2000-8000 feet and does not represent the actual detailed alignment of the loop.

- The Tier 1 EIS will not evaluate or select a specific roadway alignment.
- The Tier 1 EIS will document existing conditions and the potential for impacts along the broad corridor.
- The Tier 1 EIS will be used in the identification of a “preferred” corridor that has the greatest potential to be environmentally practicable and acceptable and meet Project purpose and need.

The Tier 1 EIS will include the following components:

- Draft EIS document
- Public hearing(s)
- Final EIS document
- Record of Decision (to select one corridor)

The “selected” corridor will be identified in the Tier 1 Record of Decision and advanced into the Tier 2 EIS phase of the project.

Tier 2 Environmental Impact Statement(s) (EIS)

During the Tier 2 EIS phase, one or more detailed roadway alignments will be developed within the “selected” corridor and then evaluated for social, economic, environmental and cultural resource effects.

The Tier 2 EIS(s) will include the following components:

- Draft EIS document(s)
- Public hearing(s)
- Final EIS document(s)
- Record(s) of Decision (to select precise alignment and design features)



Preliminary Purpose & Need

BR Loop Project

NEED:

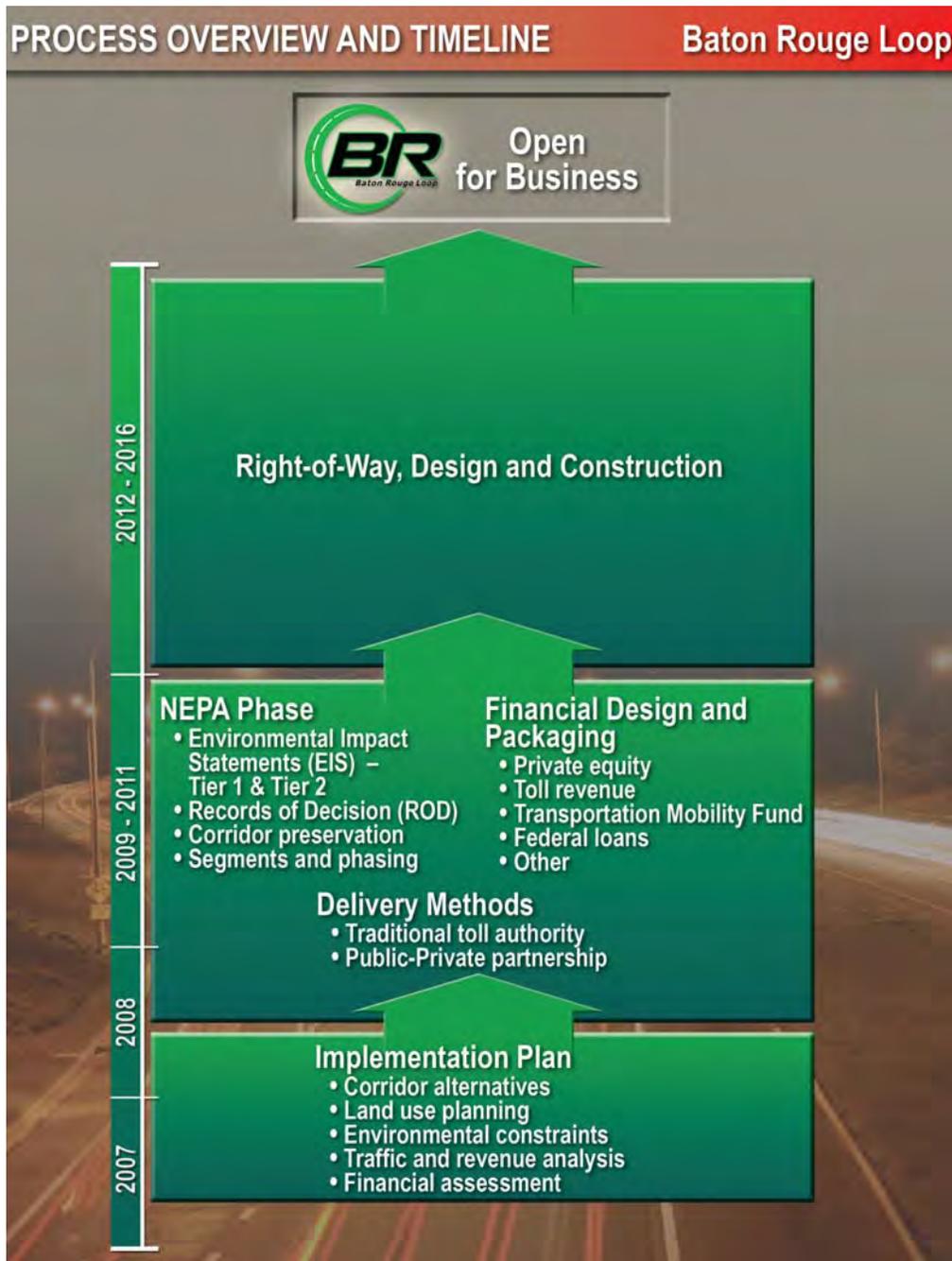
- Traffic congestion and delays have steadily gotten worse over the past 15 years, especially after Hurricane Katrina.
- Traffic flow is restricted at I-10 and US 190 Mississippi River Bridge crossings, and convenient alternative routes don't exist.
- Lack of convenient alternative routes forces local traffic onto I-12 and I-10, increasing congestion.
- Traffic volumes and resulting congestion will continue to increase in the future.

PURPOSE:

- Reduce existing and future traffic congestion and delay;
- Improve motorist safety;
- Improve regional roadway and transportation network connectivity;
- Respond to legislative mandate;
- Maximize the generation of self-supporting funds through tolling of a high volume alignment.



PROJECT SCHEDULE FOR BR LOOP

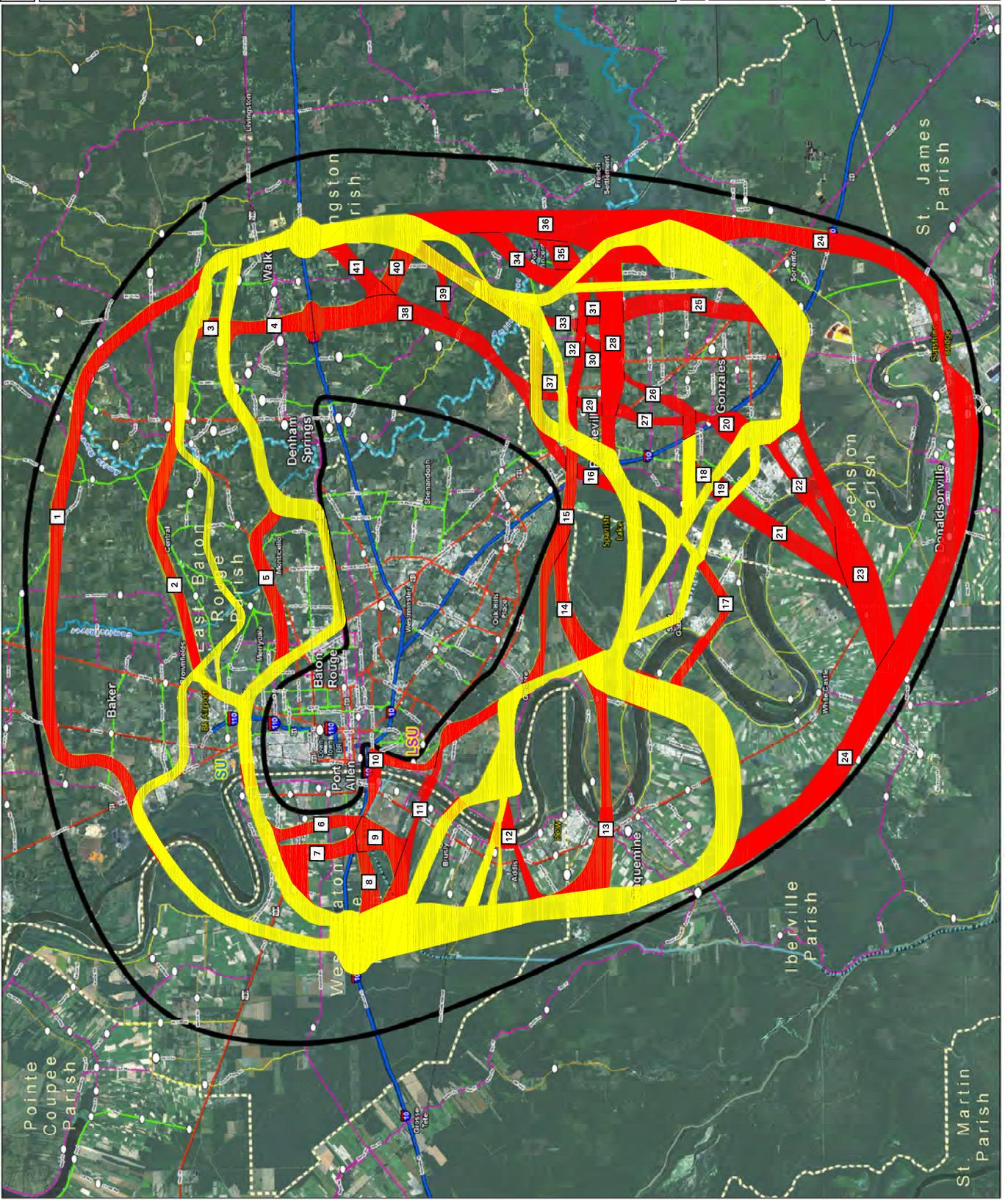




Legend

- Project Boundaries
- Railroads
- Functional Roads
 - Principal Arterial Interstate
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
- Potential Corridor Status
 - Potential Corridor
 - Eliminated Corridor
 - Eliminated Corridor Segment
 - Potential Mississippi River Crossings
- Parish Boundary

Corridor Refinement Process - 2/21/08





CORRIDOR ELIMINATION MATRIX

Exhibit 30

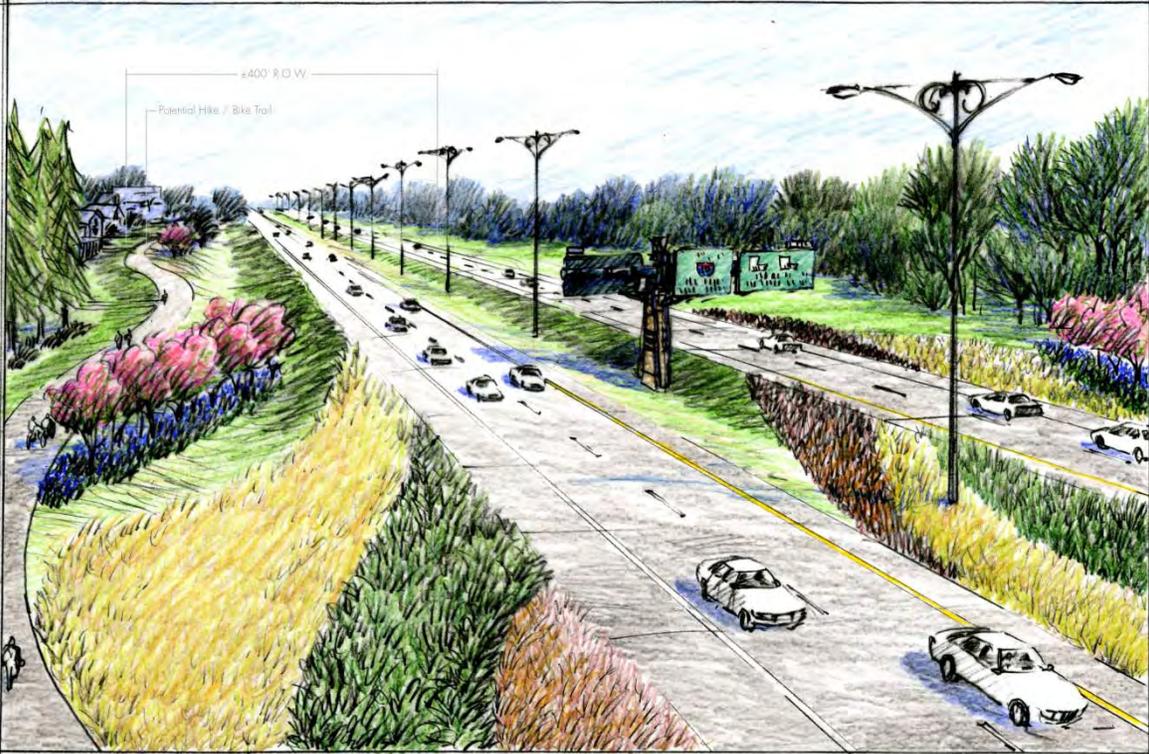


SEGMENT NO.	ELIMINATION FACTORS								
	Fails To Adequately Relieve Existing Congestion	Fails To Generate Sufficient Toll Revenue	Construction Is Cost Prohibitive	Right-Of-Way Cost Prohibitive	Adverse Community Effect/Conflicts With Planned Development	Excessive Impacts To Public Properties (Parks, Schools, Etc.)	Excessive Impacts To Wetlands and Floodplains	Excessive Impacts To Other Environmentally Sensitive Areas	Unacceptable Impacts To Mississippi River Navigation
1	X	X	X						
2				X	X	X			
3	X			X	X				
4	X			X	X				
5				X	X				
6				X	X				
7				X	X				
8				X	X				
9				X	X				
10			X	X	X				
11									X
12									X
13				X	X		X		
14				X	X		X		
15				X	X		X	X	
16				X	X				
17	X	X		X	X				
18	X	X		X	X				
19	X	X		X	X				
20	X	X		X	X				
21	X	X	X	X					
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23	X	X	X	X					
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30				X	X	X			
31				X	X	X			
32				X	X	X			
33				X	X	X			
34			X		X		X	X	
35			X		X		X	X	
36			X		X		X	X	
37			X		X		X	X	
38	X		X		X		X	X	
39	X			X	X				
40	X				X				
41			X		X		X	X	

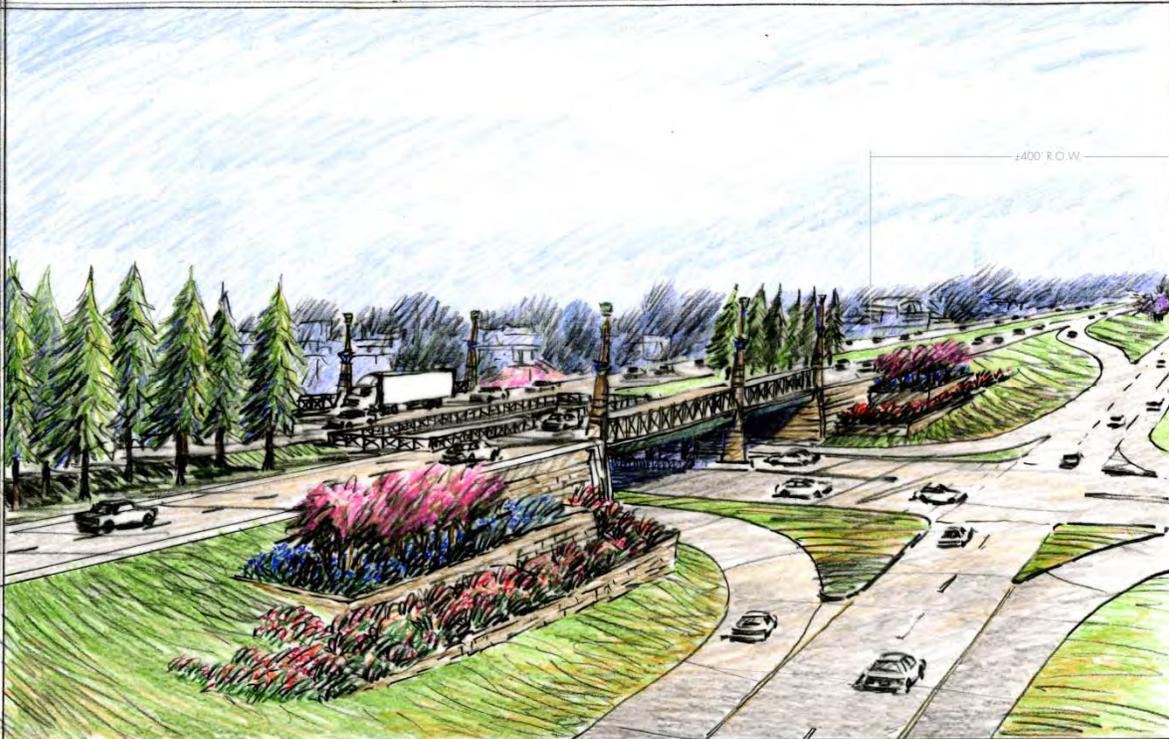
Potential Community Improvements



BR Loop along developed corridor



BR Loop in undeveloped areas



BR Loop in urban areas

Public Meeting Summary

Handouts

Exhibits

COMMENTS

Pictures

BR Loop Public Scoping Meeting Open House East Baton Rouge Parish Comments

Project purpose and need

- Alleviate traffic in and around Baton Rouge (*8 similar comments*)
- Reduce traffic on I-10 bridge
- Alternative intrastate routes do not exist
- Object to the Baton Rouge Loop; other ways to relieve congestion
- Loop project would spur growth opportunities, primarily commercial and retail markets
- The stated project purpose is counterintuitive; larger scale dependence on vehicles will not yield a more viable business environment
- Loop will encourage more traffic from distant areas
- Commercial fleet efficiency
- Short-sighted profit
- Current loop system does not meet diverse user needs and lacks alternative options
- Locals will not benefit from loop
- Provide a route completely around the city
- Provide additional access points to the city that do not currently exist
- To make money on tolls from people trying to go into Livingston Parish

Range of alternatives considered

- Alternatives considered should be those that give the biggest bang for the buck and completed quickest
- Alternatives that improve local traffic congestion; keep local motorists off interstates
- Inclusion of Baton Rouge welcome center
- Focus on specific expansion improvements to I-10 and I-12 (*7 similar comments*)
- Mass transit system (park and ride, light rail) is greatly needed; it is cleaner, quiet and solves parking problems and could be used for evacuation (*3 similar comments*)
- Surface roads should be expanded (*3 similar comments*)
- Continuous bike and walking paths merit further study
- Just get the project completed
- The outer belt is most appealing to meet tremendous growth expected; it makes sense
- Project will not impact traffic from east to west along interstate corridor; local traffic should travel north-south routes
- Baton Rouge has no alternatives
- Build a new bridge (*1 similar comment*)
- Elevated highway through center of Baton Rouge (Airline Hwy. or Florida Blvd.) (*1 similar comment*)
- Synchronize traffic signals (*1 similar comment*)
- Open up subdivision streets to main routes
- Limited access highway along Florida Blvd. or Choctaw would be desired

Corridor alternatives

- Best alternatives are being considered
- Corridors that utilize existing roads should be eliminated
- Long routes are not appealing to motorists
- No corridors should be considered

- Central proposal cuts through planned town; move further north to avoid development (4 similar comments)
- Corridor along East Baton Rouge-East Feliciana should be considered and linked to new bridge at St. Francisville and I-49
- Central corridor that crosses Joor Rd. and Sullivan Rd. will eliminate access (J.H. Sullivan tract); area has oil and gas treatment plant, active oil wells and many pipelines
- Lovett Rd. proposal in Central will split family land and destroy sensitive wetlands
- Prefer southern corridor around Central that parallels Florida Blvd. (2 similar comments)
- Place Central route in more rural area
- Corridor should be placed in 50-75 year target area; community will grow to the loop (3 similar comments)
- Routes affecting Spanish Lake and Brush Swamp should be eliminated
- LA 30 should be expanded to interstate capacity
- No omitted corridors should be reconsidered
- A north-south route should be considered (1 similar comment)
- Connection between I-49 and I-55 should be considered
- There should be no corridor around or through Central
- Against all routes except extreme northern and extreme southern corridors; think long-term (1 similar comment)
- I-10 Mississippi River bridge should cross the river at Iberville Parish

Environmental, socioeconomic or other concerns

- If project is shorter and cheaper, go through the swamp
- Spanish Lake and swamp area should be preserved (3 similar comments)
- Loop will destroy diversity of Baton Rouge by moving toward a homogenous environment
- Make traffic better
- Avoid historical and environmental areas such as Alligator Bayou and Bayou Manchac (1 similar comment)
- Should consider rising fuel costs and impact on traffic patterns and needs
- Preserve ecosystems
- Do not harm current viable neighborhoods (1 similar comment)
- Least disruption as possible
- Shoe Creek and Beaver Creek alternative will break up two family units (3 similar comments)
- Shoe Creek and Beaver Creek alternative will disrupt wetland area (2 similar comments)
- Central route would destroy family dental business on Sullivan Rd.
- Property values and quality of life would be destroyed by loop
- Protect sites on National Register of Historic Places; Section 106 reviews will be necessary
- Protect Cinclare Sugar Mill
- Green Tree Reservoir in West Baton Rouge Parish (west of Hwy. 1) must be protected
- Must protect bald eagles and other endangered wildlife

Other comments, questions or concerns

- Build another bridge across the Mississippi River
- Southern loop should be completed first
- Where is the data (distance of routes, cost per mile of various routes, etc)?
- Route elimination matrix should be on the website
- Cost and timelines presented are likely not realistic; similar to Audubon Bridge and Amite Diversion Canal

- Unable to hear speakers because of large crowd; acoustics were very poor in meeting location
- The loop is the best thing that has ever happened to Baton Rouge
- Keep toll collections out of Baton Rouge's center
- Bike and pedestrian path across Mississippi River should be considered
- Solve problems of the future and not of the past
- Allow Central community to have more input
- Concerned about collecting tolls from Central community
- Against tolls and refuse to pay
- Engineers are blowing with the wind and playing the political game
- East Baton Rouge Parish has funded project and stacked the committees with people from East Baton Rouge to destroy other communities and not their own
- If state puts up this much money, future of Greater Baton Rouge will be at risk (*1 similar comment*)
- Skyrocketing property costs in Central will make project expensive
- Do not feel concerns are being heard; concerns are discouraged
- No one in Central is in favor of project
- Toll generation seems to be the biggest concern of engineers
- Afraid other projects beneficial to Central will be stopped (Hooper Rd. improvements, Magnolia bridge and Central Thruway) at the expense of the loop
- Baton Rouge has been reactive instead of proactive and solutions are often obsolete before they are ever built

22 comment forms submitted

BR Loop Public Scoping Meeting Open House Ascension Parish Comments

Project purpose and need

- Alleviate traffic (enhance traffic flow) in and around Baton Rouge (50 similar comments)
- Traffic Control (5 similar comments)
- Bypass for Baton Rouge (14 similar comments)
- Unnecessary; destroy communities and homes; opposed to Loop; not logical (29 similar comments)
- Correct historical shortsightedness (2 similar comments)
- Loop will not alleviate traffic problems in Prairieville (2 similar comments)
- Loop will not alleviate traffic problems
- Does not help residents of Ascension Parish (4 similar comments)
- Transfer traffic to Prairieville
- Relieve traffic to Ascension
- Make Baton Rouge “more attractive”
- Get to I-10 faster
- Attract business to the state
- Open an alternate East – West route
- Mississippi River West Bank economic development
- Locals using I-10/I-12 as surface streets
- Improve regional traffic at an affordable cost
- Population growth (3 similar comments)
- Reduce wear on inner city roads (4 similar comments)
- Eliminate Plaquemine Ferry
- Improve access to Baton Rouge Airport
- Attract growth South of Gonzales
- ‘Bright ideas to take home and property’
- No clue/not sure (6 similar comments)
- Great idea; support
- Purpose is to make money for investors
- Money should be spent on widening I-10 and I-12/building another Miss. River bridge
- Necessitated due to poor planning and lack of state spending (4 similar comments)

Range of alternatives considered

- Improve and/or widen existing roads/highways (general) (9 similar comments)
- Improve and/or widen I-10 (26 similar comments)
- Improve and/or widen I-12 (13 similar comments)
- Improve and/or widen U.S. 190
- Improve and/or widen Hwy 73 (21 similar comments)
- Improve and/or widen Hwy 42 (22 similar comments)
- Improve and/or widen U.S. 61 (16 similar comments)
- Improve and/or widen Hwy 621
- Improve and/or widen Hwy 70
- Improve and/or widen Nicholson (Hwy 30) (9 similar comments)
- Improve and/or widen Hwy 447 in Livingston Parish
- Widen I-10 from Prairieville to Siegen Lane (2 similar comments)
- Widen I-10 bridge in Baton Rouge
- Consider mass transit (19 similar comments)

- Elevated Expressway over I-10/I-12 ('double-deck') instead of loop (12 similar comments)
- Build Mississippi River bridge at St. Gabriel (2 similar comments)
- Build Mississippi River bridge South of Addis to reduce traffic on LA 1 b/t 1-10 and Addis
- Plan route between Sid Richardson and Shintech
- Alternate loop joining O'Neal, Perkins, Greenwell Springs, Airline, Florida, and LSU area
- Build new bridge over Mississippi River (3 similar comments)
- City train system
- Corridor should not be placed through densely populated parts of Ascension (2 similar comments)
- Use corridor in least populated areas and connect from populated areas using highways
- Least populated/undeveloped areas should be considered first (16 similar comments)
- Utilize least rural areas
- Conduct survey of those using main arteries into Baton Rouge to determine effectiveness
- North – South I-10/I-12 connection at the Eastern Project Boundary
- Expand and improve surface streets
- No Loop
- Make improvements to current roads (22 similar comments)
- Work with railroad companies and build over tracks (2 similar comments)
- Build hwy. connecting I-10 and Interstate
- Extend Hwy 44 into Livingston Parish
- Route traffic through White Castle to Gramercy Bridge and back to I-10
- Create a North Loop around Baton Rouge-Truck Route
- Move the south loop corridors to the Luling Bridge/Sunshine Bridge
- Utilize Hwy 1 and Hwy 3127 to go west of Vacherie and to access I-10
- Relocate newcomers (12 similar comments)

Corridor alternatives

- Use Hwy. 30 loop (4 similar comments)
- Route West of River, South of St. Gabriel (3 similar comments)
- Hwy 30 route is broader and encompasses Gonzales (2 similar comments)
- Use Hwy 30 corridor out to Sorrento
- Pass through cane fields West of River (5 similar comments)
- Utilize Sunshine Bridge (4 similar comments)
- Use right-of-ways in Gonzales or Donaldsonville and not use Prairieville
- Loop placement further North
- Build loop farther out (4 similar comments)
- Build loop South of Gonzales and cut back through Livingston
- Build loop in East Baton Rouge, not in Prairieville (6 similar comments)
- Route loop across the Amite River from Prairieville
- Route loop South between Sorrento and LaPlace (3 similar comments)
- Loop should be further North from Walker to I-10
- Move corridor farther East from Walker to limit homes destroyed
- Moved East and North of Livingston Parish Economic Development Council Industrial Park to Eastern project boundary then connect I-12
- Reevaluate Prairieville area
- Corridor South of Donaldsonville, North of Baker (3 similar comments)
- New route paralleling Nicholson Ext.
- Build at Sunshine Bridge (2 similar comments)
- Extend project boundaries
- Loop South of Gonzales
- Corridor between Hwy. 74 and SM429 should be eliminated

- Eliminate corridor along Hwy 431 to Hwy 931 and Hwy 429 and Weber Rd. due to three surrounding schools
- Corridor rerouted to non developed areas
- Complete and connect 3127 to gain extra traffic for economic feasibility (1 similar comment)
- End South Loop at I-10
- Southern corridor should be used (4 similar comments)
- Revisit the River Ridge
- Four-lane I-10, I-12, Airline Hwy., Hwy. 190, Hwy. 16 (4 similar comments)
- Utilize Hwy. 30 south across I-10 south of Cabela's to I-12 near Walker
- Utilize Hwy. 22, 42 and 63 route for loop between I-10 and I-12
- Create a parallel route to Hwy. 30 from parish line to parish line
- Create a corridor running between Hwy. 42 in Ascension Parish and Hoo Shoo Too Road in East Baton Rouge Parish

Environmental, socioeconomic or other concerns

- Concern for families losing homes/land; possible loss/value of property and/or home (37 similar comments)
- Historic Oaks (13 similar comments)
- Concern about possible harmful environmental impact on Spanish Lake, Bluff Swamp and Alligator Bayou (65 similar comments)
- Hazardous cargo passing through subdivisions (2 similar comments)
- 'Buy-out "transplants" from Baton Rouge, New Orleans, etc.
- Crossing over Wetlands (3 similar comments)
- Disrupts/destroys community (16 similar comments)
- Pollution concerns (2 similar comments)
- Schools impacted (8 similar comments)
- Southern most portion impacts 3 schools and 3 parks and businesses
- Cost concerns for using the loop
- Interfere with new school being built
- Adversely affect Madison Oaks, Staffordshire, North Corbin Estates, & Carroll Ave. subdivisions
- Ascension Parish ecosystem
- Ancient Cypress
- Foul habitats
- Concerns for ecology at Swamp Lake
- Concern for school zones due to population fluctuations
- "finger" corridor would only serve travelers to West of Baton Rouge
- Drainage problems
- Additional routes promote development in flood prone areas
- Impact on fire coverage in Prairieville
- Destruction of 'Robert Penn Warren House' (4 similar comments)
- Historic Landmarks affected
- Bayou Manchac corridor intrudes Galveztown Historic Fort Site
- Benefit of eliminating Ferry
- St. Amant elevation too low for loop construction
- Consider future population distributions sure to develop South of Prairieville and Gonzales
- Allow for future growth (5 similar comments)
- Homeland Security issue should keep the loop away from the plants on Hwy. 30

- Build the loop away from densely populated areas of residential homes and businesses (12 similar comments)
- Destruction of the cultural heritage/aesthetic quality of the area

Other comments, questions or concerns

- Concern about being forced to attend new school
- Revoke Ascension Parish's right to issue building permits
- Loop is a mistake (2 similar comments)
- Cost seems higher on current proposed route, should be moved East (3 similar comments)
- No benefit to residential taxpayers
- Community benefit should outweigh costs; too costly (2 similar comments)
- Cost of land acquisition will be high
- Impact on Hwy. 431 in St. Amant
- Destroy subdivisions along Hwy. 42 (2 similar comments)
- Won't use toll road (3 similar comments)
- Evaluate the impact of having to pay tolls
- Wishes comments could be left on website
- Loop no longer a viable option (2 similar comments)
- Concern for hazardous cargo
- Provide better notice of proposed routes
- Don't use the Old Jefferson/Hwy 42 route
- Against toll
- Concern over being displaced (12 similar comments)
- Improve the zoom feature on the 'potential corridors' on the internet
- Potential for hazards is enormous and should be addressed
- Explore other options besides loop
- Add DOTD to planning team
- Unwanted growth in Ascension (45 similar comments)
- Clearing St. Gabriel oil field will be costly (2 similar comments)
- Hwy. 42 corridor will convert residential area to commercial (2 similar comments)
- State is refusing to improve Hwy. 42 (2 similar comments)
- Southern Loop will not be used (limited value in a loop through Ascension) (2 similar comments)
- Have meeting in which speaker can answer questions for audience
- Use Northern Loop and build leg between Livingston and Gonzales
- Develop more local roads
- Base planning on positive future economic impact after development in rural areas
- Impact on property tax in Ascension Parish
- Widen Hwy. 42
- Reduction in safety from loop placement in developed areas
- Clearance over Amite River
- Fled Baton Rouge to escape traffic now being routed into Prairieville (3 similar comments)
- May create traffic problems during loop construction
- Baton Rouge traffic problems should not be brought to Ascension
- Ascension should not fix a Baton Rouge problem (3 similar comments)
- Don't make decision based on easiest way to pay for it
- Won't prevent wrecks/stalls that cause delays on I-10/I-12
- Will not relieve West Baton Rouge traffic on Hwy 1
- Concern for destroying houses in high elevation areas



- Scope of project impacts more people than realized
- Hwy. 431 corridor would affect 2 major schools, churches, and cemeteries
- Include current road upgrades (Hwy. 42) to determine overall impact
- Hwy. 42 corridor is ill-advised
- Investigate Ascension Parish officials for profiting from loop
- Mass transit is the answer
- Politicians need to stand up and do the right thing regarding the loop (2 similar comments)
- Fix the loop server, it takes too much time to down load a map
- Fear over state government ceasing their home
- There will be no other land to purchase in Prairieville if we are forced to relocate (2 similar comments)
- I am afraid my property value will suffer due to the loop (3 similar comments)
- Please make a decision as soon as possible
- Crime rate will jump in Ascension Parish because of the loop
- Highway 30 Gonzales to LSU is overloaded and dangerous
- Use Federal Matching funds to increase capacity of I-10 and I-12
- Residents were recently displaced with Hurricane Katrina
- Historic sites will be affected
- Corridors should be located outside of highly populated areas
- Build a true loop which would really encircle Baton Rouge, not through Prairieville where this would only aggravate congestion

204 comment forms submitted

BR Loop Public Scoping Meeting Open House Livingston Parish Comments

Project purpose and need

- Improve traffic through Livingston Parish *(25 similar comments)*
- Improve traffic through Baton Rouge area *(28 similar comments)*
- Project has no purpose
- Growth of undeveloped areas *(8 similar comments)*
- Project will not benefit the rural areas
- For politicians to make money off of development along the interstate
- Revenue gain for East Baton Rouge, Livingston Parish, West Baton Rouge, etc.
- Neglectful expansion of subdivision speculators and uncontrolled land development
- Correct poor planning from 20 years ago
- To generate revenue for toll facility
- Increase community environment inside loop
- Safety
- Alternate evacuation route

Range of alternatives considered

- Improve existing infrastructure *(65 similar comments)*
- Build new bridge across the Amite River
- Mass transit (car pools, rail, bus service) *(4 similar comments)*
- Should be elevated roadway to not interfere with existing interchanges *(6 similar comments)*
- Use contra-flow on interstates during peak hours
- Toll road is not needed
- Use design/build construction methods and innovative financing like other states do

Corridor alternatives

- Other corridors should be considered *(2 similar comments)*
- Eastern corridor should be moved farther east in less populated area *(10 similar comments)*
- Corridor near LA 447 should be moved; goes through large subdivision
- Original corridor east of LA 447 should be reconsidered *(9 similar comments)*
- The southern northern route should be eliminated
- Northern route is the best *(10 similar comments)*
- Northern route is good for Watson *(11 similar comments)*
- Route should be near Ascension where population lives
- LA 1032 (4-H Road) alternative should be deleted
- Route between Darker's and Gordon Lane would not help
- Loop should be routed toward St. Helena due to rapid growth of Walker
- Loop should join O'Neal, Perkins, Greenwell Springs, Airline Highway and Florida Blvd. *(34 similar comments)*
- Extend project east of Livingston Economic Development Park *(19 similar comments)*
- Build project east of LA 449 with Satsuma Medical Center coming *(7 similar comments)*
- Project should be outside of city limits
- Corridor south of I-12 between I-12 and Port Vincent should be reconsidered
- South Walker Road alternative should be eliminated *(2 similar comments)*
- Outer northern corridor should be reconsidered *(4 similar comments)*

- Local bridge from Watson to Central that would connect LA 1019 and Hooper Rd.
- Project should cross LA 16 just east of Walker South junction
- Loop should not be built, only bypasses around the city are needed
- South Walker should be avoided (*4 similar comments*)
- Loop should be built through Satsuma (*2 similar comments*)
- Go through Feliciana parishes with northern loop
- Extend Hooper Road via a bridge across the Amite River
- North loop should be eliminated
- Extend S. Harrels Ferry Road
- Extend Morgan Road to LA 1028
- Extend Planchet Road to North College Street
- Loop should go over the city, not around the city
- Loop should parallel Arnold Road (LA 1025)
- Toll spur to connect to Juban Road extension is needed

Environmental, socioeconomic or other concerns

- Avoid as many homes/people as possible (*55 similar comments*)
- Proposed corridors disrupt lives of many people
- Avoid homes and subdivisions
- Environmental concerns are a distant second concern (*4 similar comments*)
- Property value will suffer (*11 similar comments*)
- Swamps near Amite River crossing should be protected (*2 similar comments*)
- Grays Creek Church and Felder Cemetery will be destroyed at current corridor
- Keep cost to a minimum
- Will create air pollution
- Will create noise problem (*7 similar comments*)
- Project will leave retired couples and widows in poor financial shape (*5 similar comments*)
- Project will destroy tranquil lifestyle
- Wetlands north of Carrol Street should be protected (*2 similar comments*)
- Smell from the dump is enough
- Wild animals and their habitats will be uprooted (*2 similar comments*)
- Danger to children
- Keep road clean and environmentally-friendly (*3 similar comments*)
- Lands have historical value
- Will destroy woods used for hunting (*3 similar comments*)
- Do not take cemeteries
- Oil fields and pipelines should be avoided
- Risk of chemical spills
- Wetlands west of LA 449
- Old Stafford Farm with cabin built in 1800's and Stafford Cemetery along LA 449

Other comments, questions or concerns

- South Fork subdivision is greatly opposed
- Would like specific information of Pecan Creek subdivision
- Should have more than one large map at meetings
- Concerned about how close it will be to Waste Management landfill near Satsuma
- Do not build road to nowhere
- Detailed maps should be provided
- Watson/Central route will not reduce traffic
- Stay out of populated areas

- Loop is not answer to traffic problems
- Bring this to a vote; it will fail
- This project is only for investment purposes
- Project is unnecessary *(4 similar comments)*
- This is a Baton Rouge problem, not a Livingston problem *(4 similar comments)*
- Loop will not benefit residents and taxpayers *(11 similar comments)*
- Southfork and Hood Road community are against the project and encourage leaders to prevent project from consuming area and displacing residents; project destroys present growth; project should be moved one mile to the east in undeveloped area *(98 petitioned comments)*
- People will not pay a toll
- Project will destroy LA 449 area and the town of Walker
- Loop should be shifted east and along the north side of the Livingston Parish Industrial Park before making connection to I-12 between Satsuma and LA 63 interchanges *(111 petitioned comments)*
- Areas like Central that do not want project should not get interchanges and exits that will promote economic growth
- Project is needed; impressed with public meetings and size of project
- Has additional infrastructure needed for displaced residents been considered in financial estimate?
- Project should follow route of least resistance
- Livingston should be able to vote on project
- Locals will not use loop, only those traveling through the city
- Economic benefit should not be the primary justification for project
- I'm too old to pack up and move
- Team should seek more input from public through mail-outs, etc.
- There is already too much change in our parish
- Businesses will suffer as a result of the Loop
- Should review Rep. Bodi White's plan
- Project is not good for the working class
- Where has Mike Grimmer been during these meetings?
- All three members of the Livingston Stakeholders Committee support the project
- Please move the loop to take the new subdivision Meadow Lake; houses are falling apart
- Project is 15 years late
- Should either be called a loop or a bypass, not both
- Some people will be unhappy but that is the price of progress
- Property owners taken by loop should be granted lifetime passes to travel toll facility
- Bike lanes should be included
- Sound barrier walls should be built

BR Loop Public Scoping Meeting Open House Iberville Parish Comments

Project purpose and need

- Alleviate traffic in and around Baton Rouge (*5 similar comments*)
- Increase traffic flow for hurricane evacuation
- Freeing existing roadways for local use
- Provide enhanced access from east bank of river to the west bank
- Enhance development in suburban areas
- Provide traffic access to Georgia Gulf, Shintech and Dow chemical plants
- Provide workers in Livingston access to chemical plants on west bank

Range of alternatives considered

- Concern about passing too close to Strategic Oil Reserve and four neighborhoods east of the reserve (200 homes); would work if passes west of reserve or east of Enterprise Rd.
- Add lanes to existing roads in and around Baton Rouge (1 similar comment)
- Widen existing infrastructure without hidden tax burden (tolls) on citizens

Corridor alternatives

- Place bridge in Iberville Parish (*3 similar comments*)
- Corridor #21 (bridge in Iberville connecting to LA 30 to Gonzales) should be reconsidered
- Move new Mississippi River bridge as far away as possible from existing I-10 bridge
- Reinstate eliminated bridge south of St. Gabriel and north of Point Clear
- Alignment should pass through lands already owned by the state near St. Gabriel

Environmental, socioeconomic or other concerns

- Do not take open land that has been in families for generations
- Avoid sugarcane production fields
- Avoid as many residences as possible (*2 similar comments*)
- Avoid as many businesses as possible
- Preserve natural beauty of the environment
- Design structures to complement environment
- Faster traffic causes less pollution and environmental impact
- Protect prehistoric village of Bayou Goula and archeological sites, etc; place loop at least five miles away

Other comments, questions or concerns

- Baton Rouge loop is needed; I support the project (*2 similar comments*)
- Should remove eliminated corridors from map; makes map too busy
- Property compensation should be more than generous because real estate is more than house but are homes and livelihoods that can never be replaced
- Other areas have multiple bridges while Iberville has no bridge
- West Baton Rouge does not need additional bridge
- What will happen if the alignment goes through my property?

10 comment forms submitted

BR Loop Public Scoping Meeting Open House West Baton Rouge Parish Comments

Project purpose and need

- Alleviate traffic in and around Baton Rouge (34 similar comments)
- Reduce traffic on I-10/I-12 (13 similar comments)
- Relieve traffic on LA 1 (9 similar comments)
- Stimulate economic growth through job creation (3 similar comments)
- Plan for future population growth
- Hurricane evacuation (3 similar comments)
- Save gasoline
- Reduce accidents
- Divert and diffuse unnecessary traffic
- Truck traffic is greater than capacity (2 similar comments)
- Allow truck traffic to bypass Baton Rouge (4 similar comments)
- Provide easier access to suburbs and smaller communities
- Create profit
- Create access to Pinnacle Casino

Range of alternatives considered

- Consider a true loop; large area (18 similar comments)
- Improve capacity of existing facilities (7 similar comments)
- Third bridge in West Baton Rouge does not make sense (43 similar comments)
- Build new bridge near or south of Plaquemine for economic growth; Iberville wants bridge (49 similar comments)
- Require trucks use loop
- Move starting point farther west and north (3 similar comments)
- Elevated structure above interstates (5 similar comments)
- Schools, airports
- Close Washington St. exit (3 similar comments)
- North loop to connect I-12 and I-10
- South loop far south to aid in evacuation
- Range of alternatives is adequate
- Just build a bridge first and see if congestion will be reduced
- Iberville crossing will help land regional airport (2 similar comments)
- Plaquemine residents have least amount of alternatives to cross river
- Alternate route to circle Baton Rouge
- Eliminate corridor entering south Baton Rouge that is already congested
- Closet bridge south of Baton Rouge is Donaldsonville; need another
- Southern route should not be too far south to cut off access to south Baton Rouge
- Put loop in Livingston Parish
- Place alignment in less populated areas
- Loop should be 60 miles out of any populated area
- Studies that reflect impact to other areas in addition to Baton Rouge
- Elimination of two ferries at Plaquemine makes economical sense; allocate savings for 10 years to pay for the project (1 similar comment)
- Develop Baton Rouge limited access roads such as Highway 30, Florida Blvd, Airline Hwy, Hooper Rd.
- Addis bridge location should pass between Shintech and Myhand Park

- Evaluate all exits on interstate system to alleviate traffic
- Mass transit and car pool system

Corridor alternatives

- I am pleased with current alternatives
- Widen LA 1 to and from I-10 bridge to promote traffic flow
- Reconsider the Addis crossing
- Brusly and Addis crossings need to be eliminated (41 similar comments)
- LA 415 expansion to Plaquemine and White Castle (3 similar comments)
- Corridor between Addis and Plaquemine might be a possibility (2 similar comments)
- South of Addis through abandoned Co-Polymer plant site
- US 190 route should be eliminated; cost of bridge rehab would be too expensive
- Most northern route should be explored (2 similar comments)
- Use existing Sunshine Bridge (2 similar comments)
- Follow levee to Australia Point on west bank and cross river south of Baton Rouge
- Ferry site can be site for new bridge
- Consider use of Audubon Bridge
- Bridge should be half the distance between Baton Rouge and Sunshine Bridge; only bridge I will support
- Southeast corridor is not needed if infrastructure limited access improvements were made
- Cinclare crossing is most logical site to alleviate traffic

Environmental, socioeconomic or other concerns

- Emily Drive alternative near Antonio Plantation should be eliminated as it will disturb Cinclare Sugar Mill (National Historic Site) (30 similar comments)
- Emily Drive alternative near Antonio Plantation will be too close to Brusly High School and Brusly Middle School (33 similar comments)
- South Plaquemine bridge choice will have least impact on neighborhoods and families
- Minimal human impact on all local residents and their homes (33 similar comments)
- Minimal impact to businesses
- Minimize property purchases and relocations
- Minimize impact to environment (7 similar comments)
- Minimize impact to existing and planned development (1 similar comment)
- Strategic Oil Reserve and salt domes need to be considered
- Spanish Lake preservation (1 similar comment)
- Higher crime (8 similar comments)
- Pollution, hazardous material (10 similar comments)
- Avoid congested areas like LSU
- Avoid chemical corridor
- Avoid Green Tree Reservoir built by USACOE west of Cinclare to improve bird habitat (1 similar comment)
- Brusly crossing would kill community
- West Baton Rouge crossing would eliminate wetlands and inhibit drainage
- Remove greatest traffic from congested areas
- West Baton Rouge residents chose to live there because of semi-rural lifestyle; loop will destroy that lifestyle
- Minimize noise (11 similar comments)
- Development at busy interchanges tends to be poor
- Alignment should run in less dense area

- Significant impact to wealthy landowners who pay majority of taxes in West Baton Rouge
- Addis crossing will affect Hebert House and Sandbar Plantation, both of historic register
- Corridor should not be near any school, growing community or historical landmark (1 similar comment)
- West Baton Rouge loop portion will destroy 36 acres of wetlands per mile with 300 feet right-of-way
- Green belts and sound walls should be considered to mitigate noise, environmental impacts
- Corridor should be raised to allow for wildlife to cross and natural drainage to occur
- Choose route that will allow for greatest growth
- Choose route that will allow for efficient evacuation
- Historical sites should be avoided (31 similar comments)

Other comments, questions or concerns

- West Baton Rouge locals will not pay toll to cross bridge near Cinclare; too close to existing bridge (6 similar comments)
- Iberville Parish route will be traveled by plant workers (2 similar comments)
- Keep politics out of final decision
- West Baton Rouge is just now recovering from construction of the I-10 bridge
- West Baton Rouge bridge will give access to Pinnacle Entertainment development; will destroy Brusly community (1 similar comment)
- Have meetings later in the day or on weekends to accommodate working class
- Engineers only worried about getting I-10 “bleed off” and are forcing West Baton Rouge river crossing
- I have no problem with loop coming through my town of Addis but would like to see discussion with subdivisions
- Concerned about property values (15 similar comments)
- Plaquemine crossing would eliminate ferry crossings
- West Baton Rouge should not suffer to alleviate traffic in Baton Rouge
- Addis/Brusly crossing would destroy three new developments with \$20M+ value
- Loop is not needed
- Need further clarification on Tier 1 vs. Tier 2
- Was not notified of meeting date and location
- Requested but have not received information on traffic count between Cinclare and Intracoastal Canal
- Land is not stable enough in West Baton Rouge; sand boils occur with high water
- Agree something needs to be done with traffic but not in Brusly
- Do not kill towns and communities
- Concerned about entrance/exit ramps in West Baton Rouge; consider site at Rosedale Rd if limited to through traffic
- Project is greatly needed (3 similar comments)
- Spurs were not presented to demonstrate how traffic may be alleviated
- This is a Baton Rouge problem; should not be dumped on neighboring parishes (2 similar comments)
- Alternatives look like a maze instead of a loop
- Loop idea is 20 years late; we now must play catch-up
- More people will pay toll in Plaquemine; would save gas and money
- Bridge at Plaquemine would provide New Orleans easy evacuation access
- Ferry never works in Plaquemine
- The community should vote, not the politicians
- Project will be nowhere near \$4 billion proposed price tag
- No confidence in another new project

- No one will drive 50 miles extra with price of gasoline
- Public meeting information was conflicting
- Willing to pursue legal action to stop the project
- Use common sense and logic when deciding route
- Project is 20 years overdue; shameful it has taken this long for the capital city
- Route locations should be determined based on private investor commitments not on alleviating traffic in the short term
- The need is imperative
- Voting members should not be allowed to vote if they own property in a proposed corridor
- For the project 200 percent and live next to Cinclare site
-

76 comment forms submitted

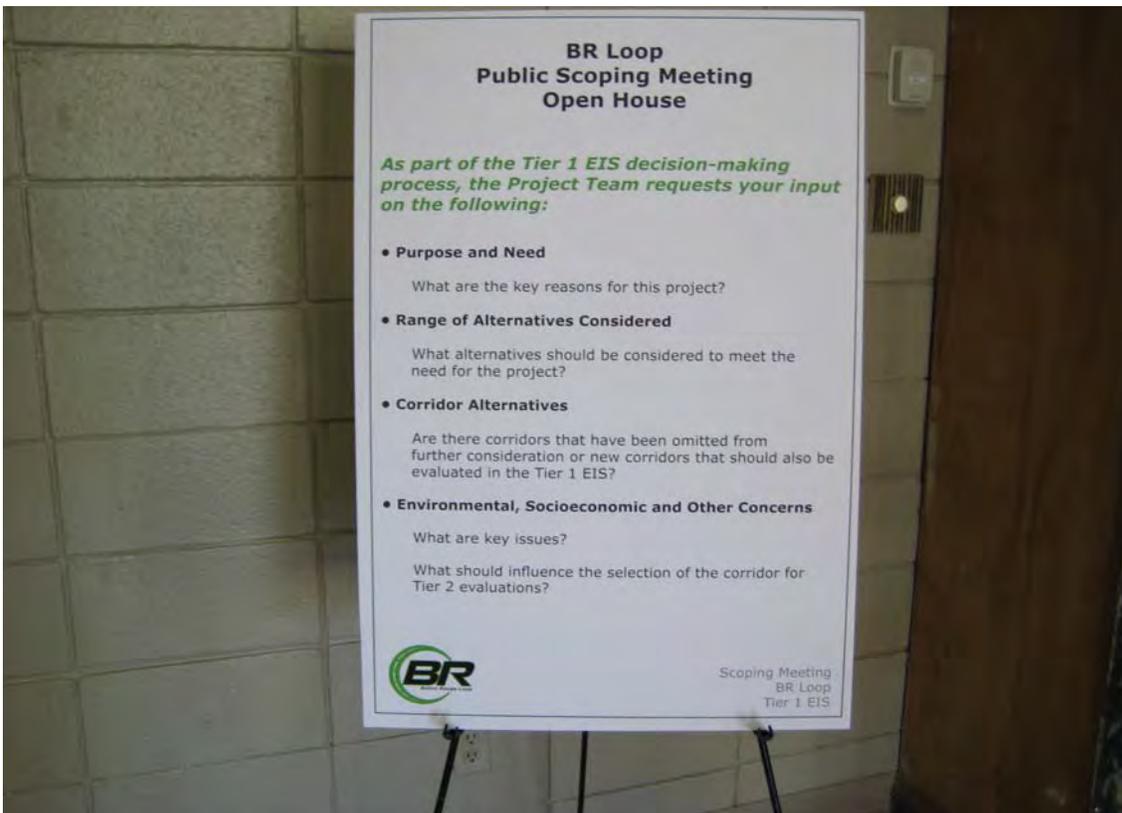
Public Meeting Summary

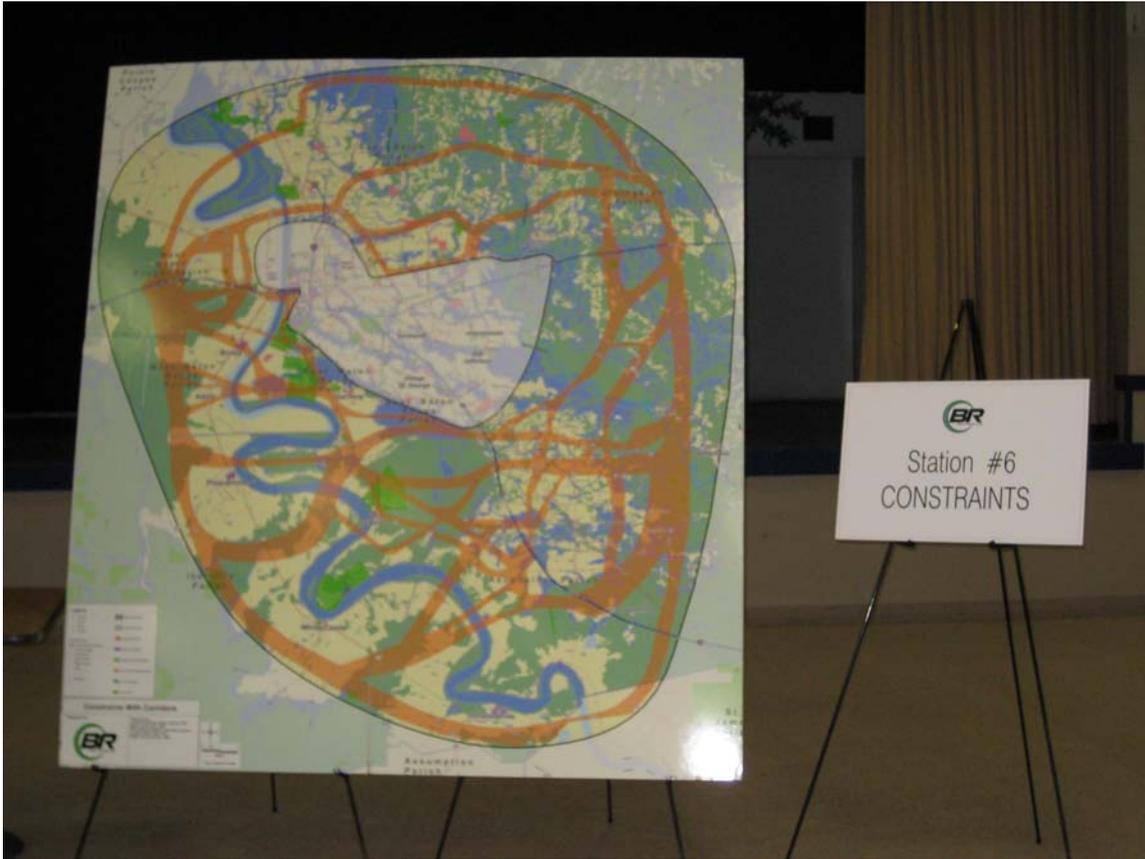
Handouts

Exhibits

Comments

PICTURES






Station #6
CONSTRAINTS




Station #4
PROJECT TIMELINE

























Elected Official Briefing Summary**September 7, 2007**

The BR Loop Team, on behalf of the City-Parish Baton Rouge Department of Public Works (DPW) held an Elected Official Briefing on September 7th, 2007 at the State Capitol to brief elected officials on the status of the BR Loop Implementation Plan. State, Parish and City Elected Officials representing East Baton Rouge, West Baton Rouge, Livingston, Ascension and Iberville Parishes were invited to attend. Approximately 65 elected officials and citizens were in attendance. The purpose of the briefing was to present the initial proposed corridors being developed for the 12 month Implementation Plan. Elected Officials were encouraged to provide input on the information and corridors presented.

Meeting Format

The meeting format consisted of a presentation followed by a question and answer period. Opening remarks from Mayor Kip Holden, Walter Monsour, and Parish Presidents Mike Grimmer and Pee Wee Berthelot were followed by a presentation from the BR Loop Team. The presentation focused on the project overview, environmental constraints summary, agency coordination, community involvement, financing options and proposed corridors. After the presentation, attendees were participated in a question and answer session. A summary of the questions/answers and comments are below.

Questions/Answers and Comments

Q. Will there be other public hearings throughout the process?

A. Yes, in January or February there will be a second round of public meetings.

Q. After the first map was published in the Advocate, I began receiving phone calls from people wanting to stop the project.

A. The process for the corridor refinement is to begin eliminating some corridors that may not be feasible. The corridors are preliminary in nature and are currently conceptual. We have not had public input yet.

Q. How many years in the future will be traffic modeled for? What will be the projected growth?

C. Some of the routes are going within areas the Louisiana Airport Authority wants to build our multi-modal project. We want to let you know that we have population projections and studies for your consideration. We are using a public-private partnership.

Q. French Settlement is concerned regarding the corridor that appears to be going right through the village. What are you doing to not destroy our village?

A. The Team is taking all concerns forward and will utilize input to refine corridors.

C. You will need to consider flooding concerns.

C. Thank you for the awesome presentation. I want to let other parishes know what is happening here and how they can benefit from the loop. I want to offer my services for any help that I can provide.

C. The loop may also be able to incorporate spurs to major development and population centers.



September 7, 2007
Elected Officials Briefing
No. 1



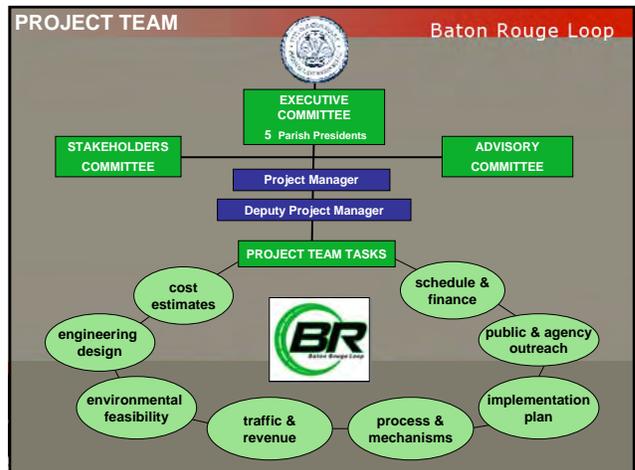
Baton Rouge Loop

INTRODUCTIONS Baton Rouge Loop




INTRODUCTIONS Baton Rouge Loop





TODAY'S AGENDA Baton Rouge Loop



TODAY'S AGENDA

- Introduction of Project
- Environmental Constraints
- Potential Corridors
- Enhancement Opportunities
- Community Outreach
- Financing
- Elected Officials Input

INTRODUCTION OF PROJECT Baton Rouge Loop



VIDEO INTRODUCTION

INTRODUCTION OF PROJECT Baton Rouge Loop

LOOP BENEFITS

- **CONGESTION RELIEF**
- Choice and regional mobility
- Quality of life
- Regional competitiveness



INTRODUCTION OF PROJECT Baton Rouge Loop

PROJECT OVERVIEW

- New Highway Loop Around Baton Rouge
 - North bypass
 - South bypass
 - East bypass
- 5-Parish Region
- Mississippi River Crossings
- Previous Plans
- New Enabling Legislation
- Innovative Financing



INTRODUCTION OF PROJECT Baton Rouge Loop

PROCESS OVERVIEW

Implementation Plan – 12 months

- Engineering and route location
- Environmental constraints
- Traffic and revenue
- Financial packages
- Process and schedule for implementation



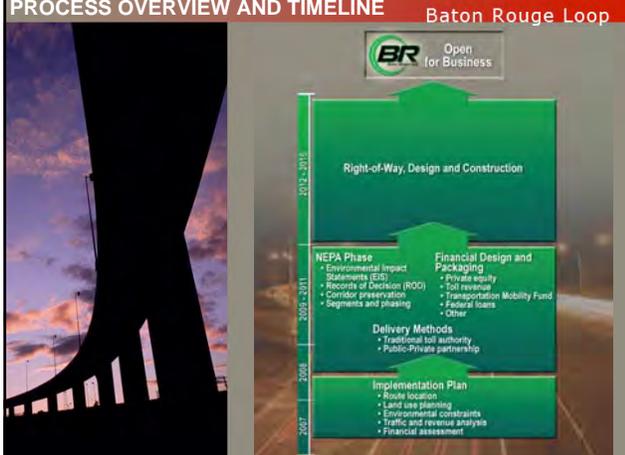
INTRODUCTION OF PROJECT Baton Rouge Loop

PROCESS OVERVIEW (Cont'd)

- NEPA Phase (EIS and ROD) – 2 to 3 years
 - Detailed alignment, interchanges, and R/W
 - Commitments and mitigation measures
- Financial Design and Packaging – concurrent w/ EIS
- Design, R/W, Construction, and Opening – 4 to 6 yrs



PROCESS OVERVIEW AND TIMELINE Baton Rouge Loop



BR Open for Business

2013-2015
Right-of-Way, Design and Construction

2009-2011
NEPA Phase
• Environmental Impact Statements (EIS)
• Records of Decision (ROD)
• Corridor preservation
• Segments and phasing

2009-2011
Financial Design and Packaging
• Private equity
• Toll revenue
• Transportation Mobility Fund
• Federal loans
• Other

2007-2008
Delivery Methods
• Traditional toll authority
• Public-Private partnership

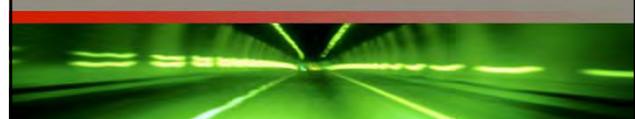
2007-2008
Implementation Plan
• Route location
• Land use planning
• Environmental constraints
• Traffic and revenue analysis
• Financial assessment

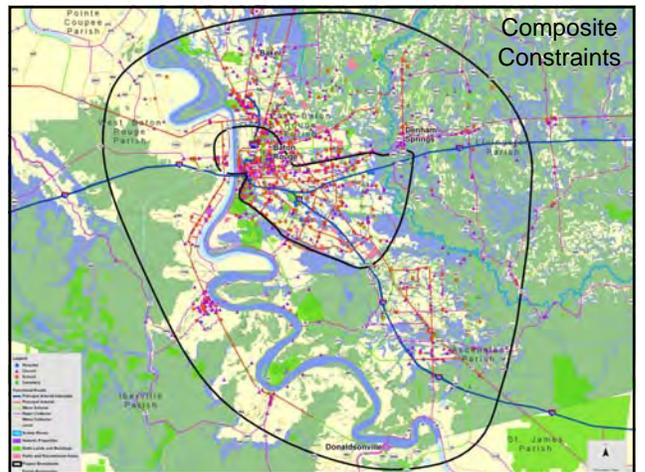
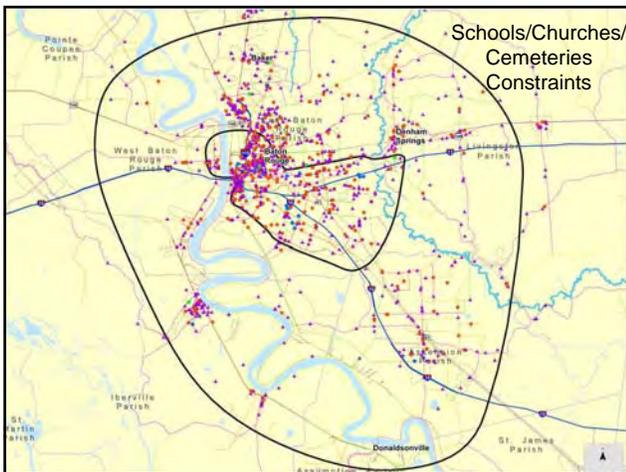
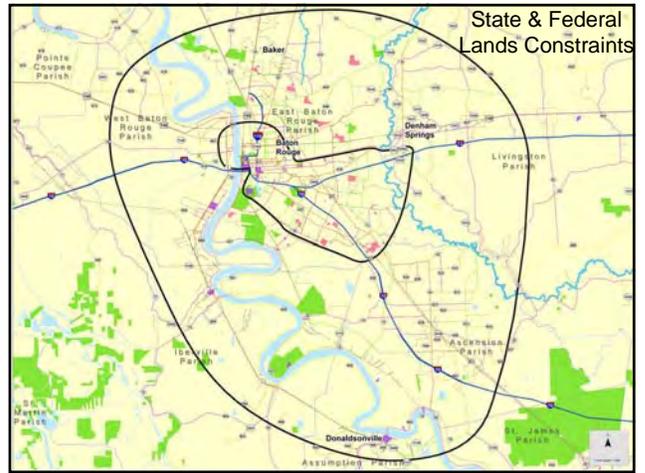
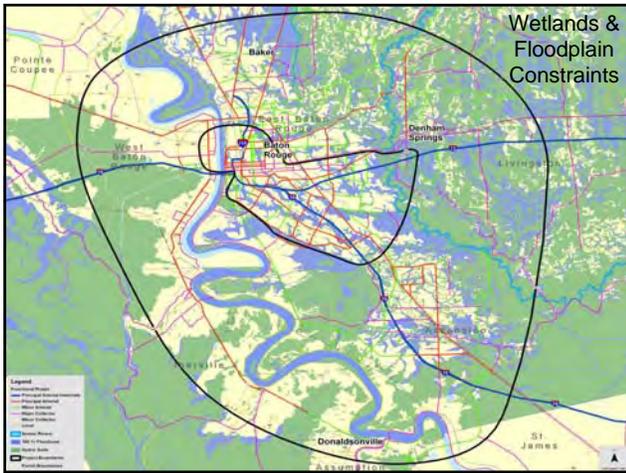


ENVIRONMENTAL CONSIDERATIONS Baton Rouge Loop

ENVIRONMENTAL CONSTRAINTS

- Wetlands and Waterways
- Managed Lands
- Cultural Resources
- Community Facilities
- Existing and Planned Developments





POTENTIAL LOOP CORRIDORS Baton Rouge Loop

JUSTIFICATION OF PROJECT BOUNDARIES

Outer Boundary:

- Provide Congestion Relief
- Maximize Attracted Traffic
- Generate Sufficient Tolls
- Sufficient Interchange Spacing

Inner Boundary:

- Maximize Attracted Traffic
- Minimize Urban Core Impacts
- Reduce Project Costs
- Appropriate Spacing from I-10 & I-12



POTENTIAL LOOP CORRIDORS Baton Rouge Loop

POTENTIAL MISSISSIPPI RIVER CROSSINGS

- Twelve (12) locations identified
- Initial meeting held with Corps & Coast Guard
- Follow-up meetings with Navigation Groups
- Further Investigation:
 - River constraints
 - Landside constraints
 - Bridge considerations



POTENTIAL LOOP CORRIDORS Baton Rouge Loop

“SPAGHETTI” MAP

Possible Routes considering:

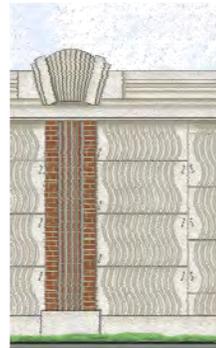
- MS River crossing locations
- Major constraints




Farmers Market



Retaining Wall Flair



ENHANCEMENT OPPORTUNITIES Baton Rouge Loop



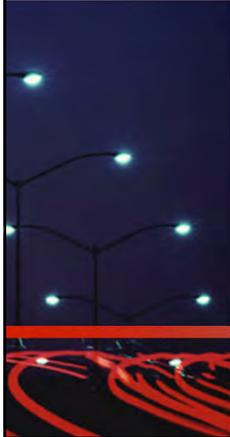
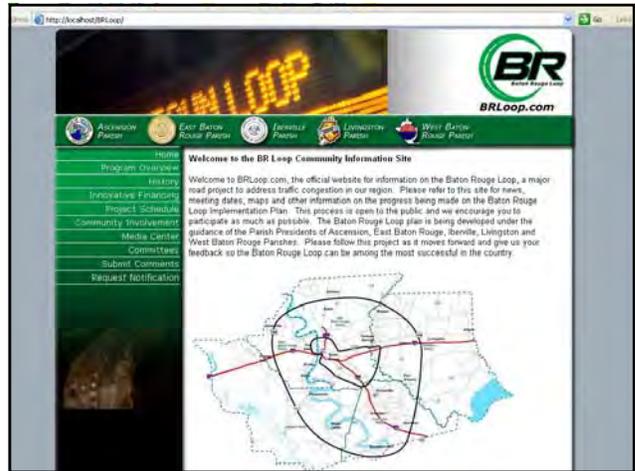
Landmark River Bridge



COMMUNITY & AGENCY OUTREACH Baton Rouge Loop

MAJOR COMPONENTS OF OUTREACH PLAN:

- Loop Committees
- Public Meetings
- Agency Coordination Meetings
- Elected Officials Briefings
- **Web Site**
- Media

WEBSITE LAUNCH Baton Rouge Loop

Web Site Features

- Project & Meeting Schedules
- Meeting Reports
- Maps
- Links to related sites
- Contact for feedback & questions

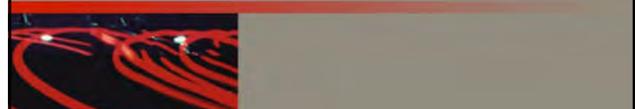
BRLoop.com

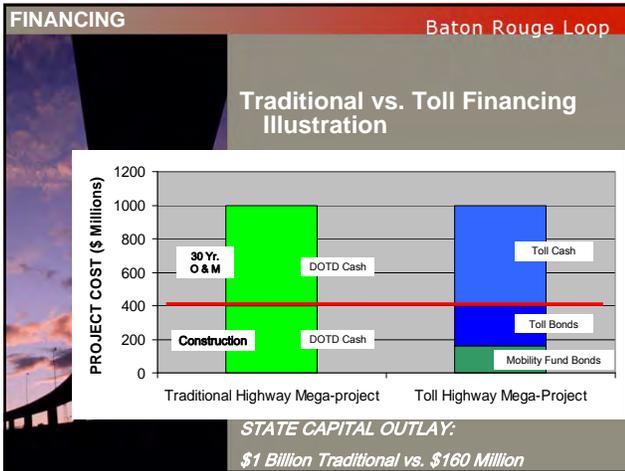


FINANCING Baton Rouge Loop

NEW TOOLS IN LOUISIANA'S TOOL BOX -- 2006

- Public-private partnership legislation
- Transportation Mobility Fund legislation





- FINANCING** Baton Rouge Loop
- ### ADDITIONAL WORK TO DO
- Transportation Mobility Fund
 - Evolution of public-private partnerships

- FINANCING** Baton Rouge Loop
- ### POTENTIAL FINANCING PACKAGES
- Toll revenues
 - TMF
 - Federal loans and bonds
 - Private equity investment
 - Other

- ELECTED OFFICIALS INPUT** Baton Rouge Loop
- ### WHAT ARE YOUR PERCEPTIONS ABOUT...
- Potential roadblocks
 - Areas to focus
 - Financing
 - Communications
 - Key players and stakeholders

**BR LOOP ELECTED OFFICIALS BRIEFING
JANUARY 29, 2008**

TO: BR LOOP PROJECT TEAM
FROM: BRYAN JONES, HNTB CORPORATION

Below is a brief summary of comments/questions from legislative participants at today's briefing:

Sen. Rob Marionneau (Gross Tete) – questioned the overall cost of the project; realized early stage of project but requested a rough estimate

Sen. Bill Cassidy (Baton Rouge) – concerned that the BR Loop would not alleviate traffic on surface streets in Baton Rouge, namely Bluebonnet, Perkins, Seigan and Coursey

Sen. Dale Erdey (Livingston) – voiced concern that BR Loop would not provide upgraded corridors to the highly-populated inner area of the proposed project boundaries; questioned what project would do to ease commute for Ascension travelers

Rep. Pat Smith (Baton Rouge) – requested more information on mitigation of displaced residents and access to affordable housing for those impacted by construction; also questioned upgrading of arterial streets with respect to the Green Light Program and maintenance responsibilities for those streets

Rep. Avon Honey (Baton Rouge) – requested exact number of displaced people as soon as project team has estimate and suggested meeting with those people in small groups who will be impacted by the project

Rep. Bodi White (Denham Springs) – suggested presenting information to more people; also questioned whether loop is far enough out with exploding growth in Baton Rouge area



January 29, 2008

Elected Officials Briefing



Baton Rouge Loop

HISTORY Baton Rouge Loop

IN THE PAST -- STUDIES

- Mid 90's - South Bypass Initial Studies
- Late 90's - South Bypass MIS
- 2004 - North Bypass Feasibility Study



HISTORY Baton Rouge Loop

WHAT'S CHANGED?

- 2005 - Increased Traffic from Katrina & Rita
- 2006 - New Enabling Legislation
 - Transportation Mobility Fund (TMF)
 - Public Private Partnerships



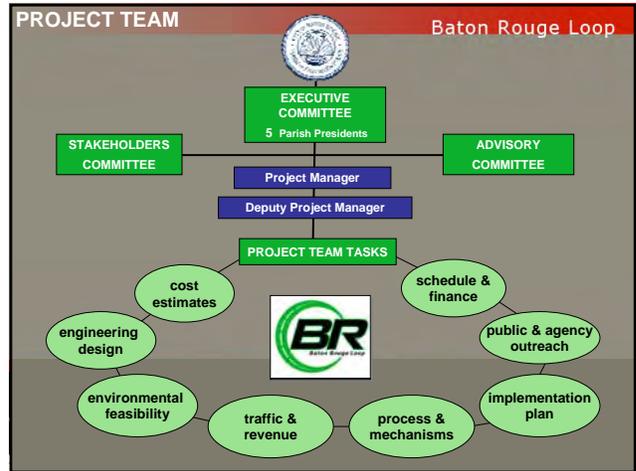
HISTORY Baton Rouge Loop

TODAY

Loop Implementation Plan

- First Step Toward Construction
- Started May 2007
- 12 Months – Phase 1 of Loop
- Where, How Much, Finance Plan
- *Not a STUDY*





INTRODUCTION OF PROJECT Baton Rouge Loop

PROCESS OVERVIEW

Implementation Plan – 12 months

- Engineering and route location
- Environmental constraints
- Traffic and revenue
- Financial packages
- Process and schedule for implementation



PROCESS OVERVIEW AND TIMELINE Baton Rouge Loop

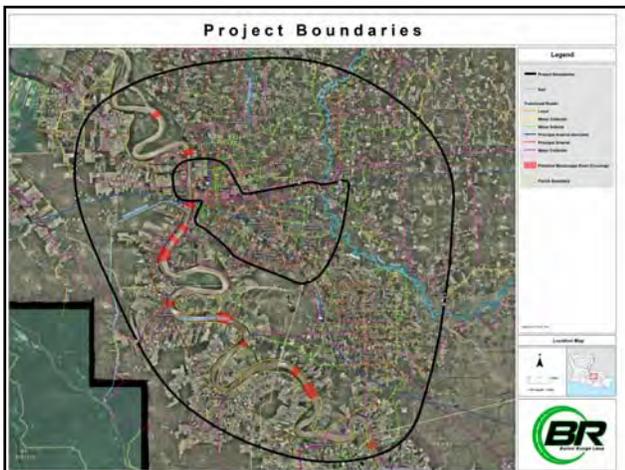
BR Open for Business

2011-2014
Right-of-Way, Design and Construction

2008-2011
NEPA Phase
 • Environmental Impact Statements (EIS)
 • Records of Decision (ROD)
 • Corridor preservation
 • Segments and phasing
Financial Design and Packaging
 • Private equity
 • Toll revenue
 • Transportation Mobility Fund
 • Federal loans
 • Other
Delivery Methods
 • Traditional toll authority
 • Public-Private partnership

2007-2008
Implementation Plan
 • Route location
 • Land use planning
 • Environmental constraints
 • Traffic and revenue analysis
 • Financial assessment

Project Boundaries



Legend

- Interstates
- Major Roads
- Water
- Rail
- Airports
- Environmental Constraints
- Project Area
- Project Corridor
- Project Right-of-Way
- Project Boundary

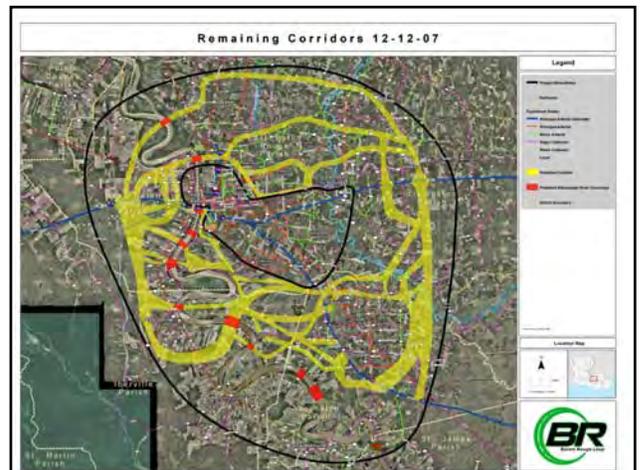
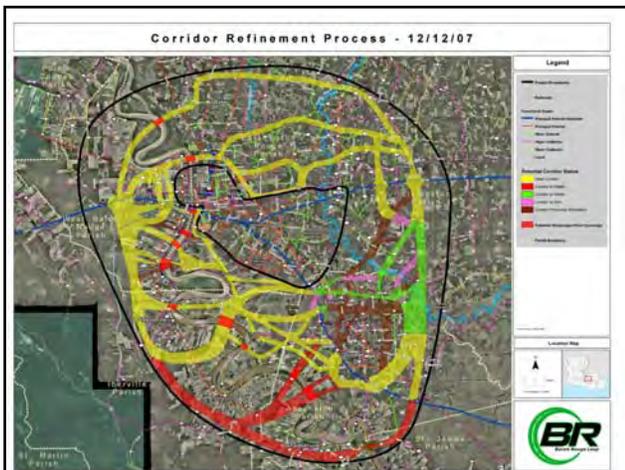
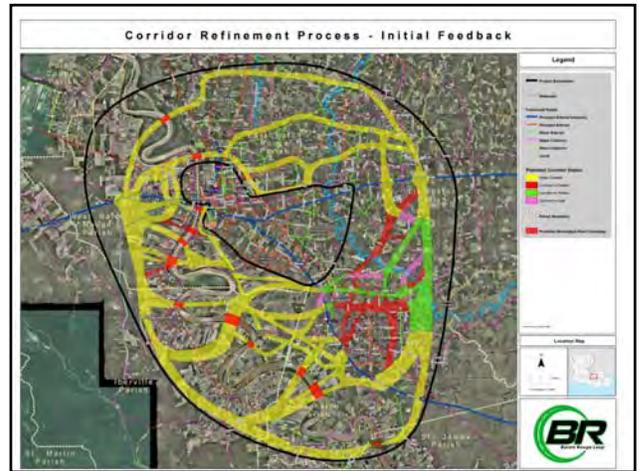
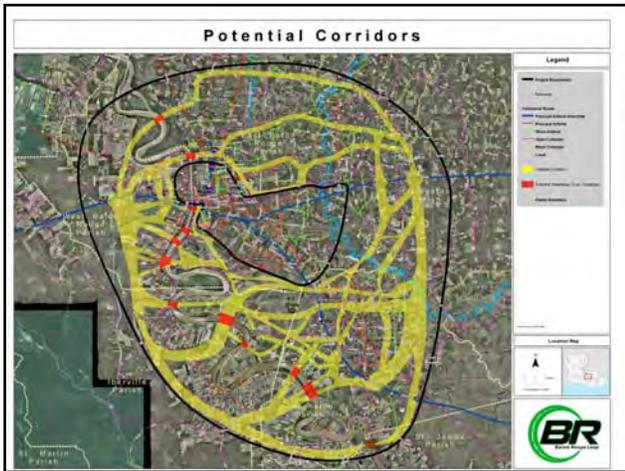
BR

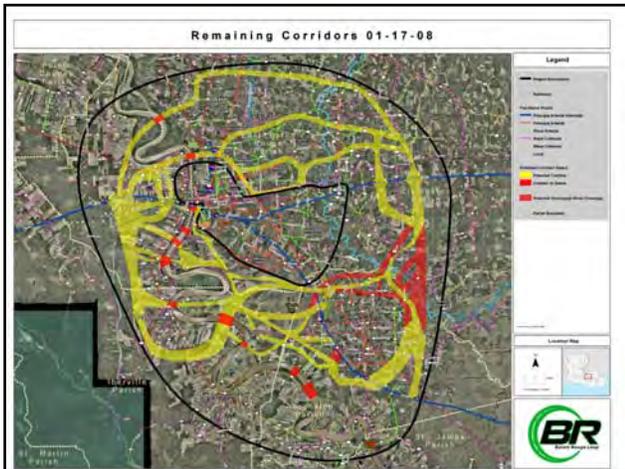
POTENTIAL LOOP CORRIDORS Baton Rouge Loop

Corridors Developed

- Location / Widths Based on Constraints
 - Effects on Congestion
 - Impacts to the Natural Environmental
 - Impacts on Development
- Grouping reasonable alternatives
- Corridor widths based on constraints



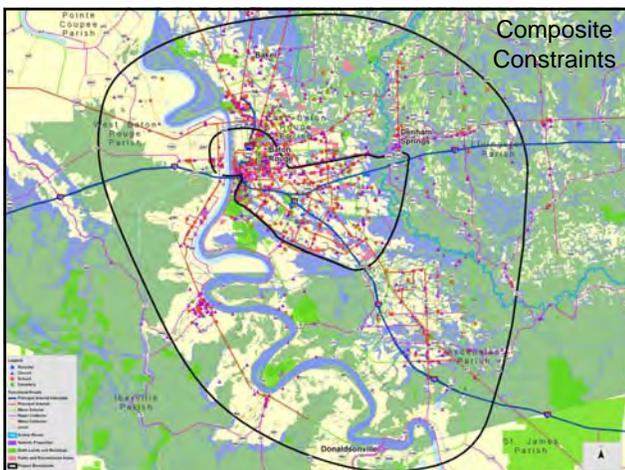




ENVIRONMENTAL CONSIDERATIONS Baton Rouge Loop

ENVIRONMENTAL CONSTRAINTS

- Wetlands and Waterways
- Managed Lands
- Cultural Resources
- Community Facilities
- Existing and Planned Developments



TRAFFIC MODELING Baton Rouge Loop

Preliminary
Traffic Modeling Results

TRAFFIC MODELING Baton Rouge Loop

Key Result

Since the North Bypass Study in 2004, Projected Loop Traffic has increased an Average of **65%**




TRAFFIC MODELING Baton Rouge Loop

Why We're Here:

When Complete, the Loop will Save Driving Time in the Region at a Rate of over

6 Million Hours per Year




FINANCING Baton Rouge Loop

NEW FINANCING TOOLS IN LOUISIANA -- 2006

- Public-private partnership legislation
- Transportation Mobility Fund legislation



FINANCING Baton Rouge Loop

POTENTIAL FINANCING PACKAGES

- Toll revenues
- TMF
- Federal loans and bonds
- Private Equity investment
- Other



OTHER ISSUES Baton Rouge Loop

It's more than just Location and Funding

- Land Use Planning
- Rail (Transit & Freight)
- Parks and Bike / Walking Trails
- Context Sensitive Solutions



ENHANCEMENT OPPORTUNITIES Baton Rouge Loop

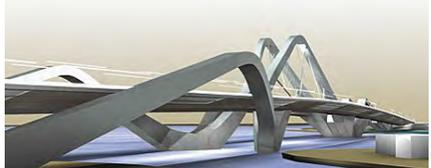
Opportunities to weave the Loop into the fabric of the community

Planners call these:
Context Sensitive Solutions





Landmark River Bridge

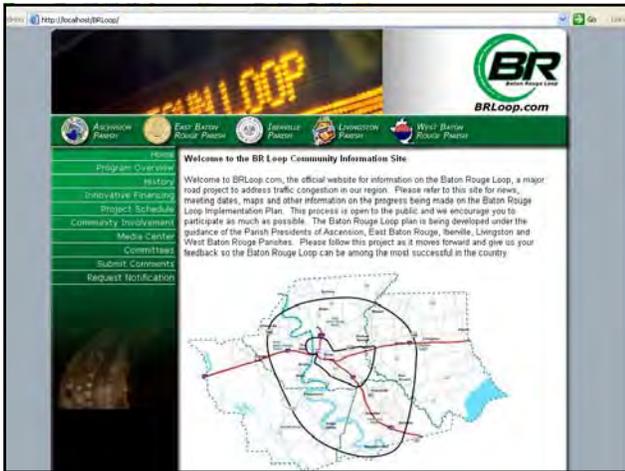



COMMUNITY & AGENCY OUTREACH Baton Rouge Loop

MAJOR COMPONENTS OF OUTREACH PLAN:

- Loop Committees
- Public Meetings
- Agency Coordination Meetings
- Elected Officials Briefings
- **Web Site**
- Media





WEBSITE Baton Rouge Loop

Web Site Features

- Project & Meeting Schedules
- Meeting Reports
- Maps
- Links to related sites
- Contact for feedback & questions

BRLoop.com

First Round of Public Meetings – September 2007

You're Invited to a Baton Rouge Loop Open House

Please join us at the location nearest your neighborhood
to learn more about the plans for the BR Loop!

September 10 EAST BATON ROUGE BRCC Headquarters Building 6201 Florida Boulevard Baton Rouge, LA 4:00 – 7:00 p.m.	September 11 LIVINGSTON North Park Recreation Center 30372 Eden Church Road Denham Springs, LA 4:00 – 7:00 p.m.	September 12 WEST BATON ROUGE / IBERVILLE Addis Community Center 7828 Highway 1 South Addis, LA 4:00 – 7:00 p.m.	September 13 ASCENSION Gonzales Civic Center 219 South Irma Blvd. Gonzales, LA 4:00 – 7:00 p.m.
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www.BRLoop.com





Baton Rouge Loop

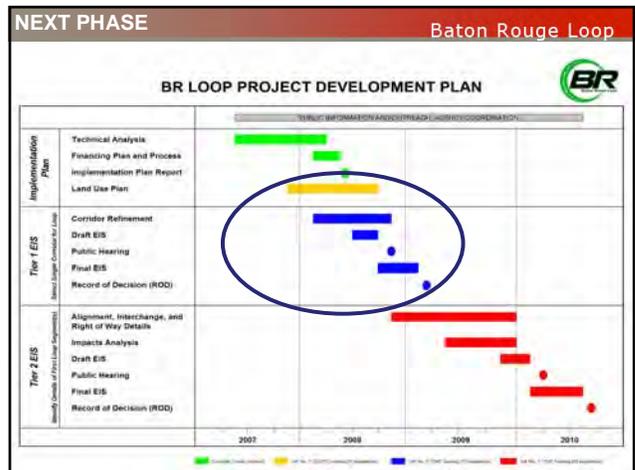
PUBLIC MEETINGS - ROUND 2

- February 25th – East Baton Rouge – BREC Headquarters
- February 26th – Ascension – Gonzales Civic Center
- February 27th – Livingston – North Park Recreation Center
- February 28th – West Baton Rouge – Port Allen Community Center
- March 3 – Iberville – Plaquemine Civic Center

Baton Rouge Loop

NEPA (Environmental Process)

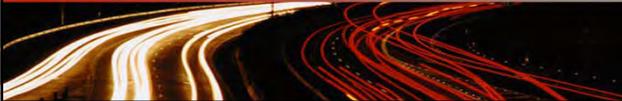
- \$4 Million from State to Toll Authority (CAEA)
- Goal – Begin Environmental, Land Use and Public Outreach in Early February
- This is 6 Months ahead of the Original Schedule



FACT FINDING Baton Rouge Loop

TEXAS TOLL MEETINGS

- March 6th and 7th
- Dallas and Austin
- Meet with Toll Authorities
 - Best Practices
 - Lessons Learned
- Executive Committee and other Selected Leaders



UPCOMING Baton Rouge Loop

NEXT STEPS

- Continued Corridor Refinement
- Traffic & Revenue Forecasts
- Draft Technical Memorandum
- 2nd Round of Public Meetings



CONTINUED PROJECT SUPPORT Baton Rouge Loop

How Can You Help?

- ▶ Leadership
- ▶ Stay Involved
- ▶ Transportation Mobility Fund



Baton Rouge Loop



Public Information Network Database

Web Site Comment Database



www.BRLoop.com

FACT SHEET

PROGRAM OVERVIEW

East Baton Rouge Parish funded the development of an Implementation Plan for a traffic loop around the City of Baton Rouge to relieve traffic congestion in our growing region. Since May 2007, the Project Team has been working to determine, among other things, the Loop corridor and financing models for construction.

The process has been managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. Additionally, Stakeholder and Advisory committees have met regularly to provide valuable feedback and ensure that agencies, communities or organizations impacted by development of the BR Loop have opportunity for input into the planning process.

Components of the Implementation Plan include:

- Location
- Assessment of traffic and revenue potentials
- Develop financing plan
- Develop phasing plan for construction
- Public outreach and community involvement

As the Project advances into the Tier 1 Environmental Impact Statement (EIS) phase, the Project Team will continue to evaluate the corridor alternatives for environmental, socioeconomic and other impacts and select a single BR Loop corridor.

Components of the Tier 1 EIS include:

- Draft EIS document
- Public hearing(s)
- Final EIS document
- Record of Decision (to select single corridor)

HISTORY

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been considered for decades and studied extensively, in the mid-1990's, again in the late 1990s for a southern bypass

and most recently in 2004 for a northern bypass.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects, which include state and federal gas taxes, have been unable to keep up with transportation demands, a common national trend for large highway projects. In communities such as Baton Rouge, which has a high growth rate and ever-increasing traffic congestion, the need is critical for new financing models.

East Baton Rouge and surrounding parish leaders recognize the demands on the current highway system and are exploring new models of finance, including tollways.

INNOVATIVE FINANCING

Perhaps the most important element in current plans to move forward on the Baton Rouge Loop is that opportunities for financing are in place that have not been available in the past.

These new financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

As Louisiana moves forward with these new financing models, it is important for the Baton Rouge Loop program to be a top priority in terms of grants from the Mobility Fund and for consideration of private investments.

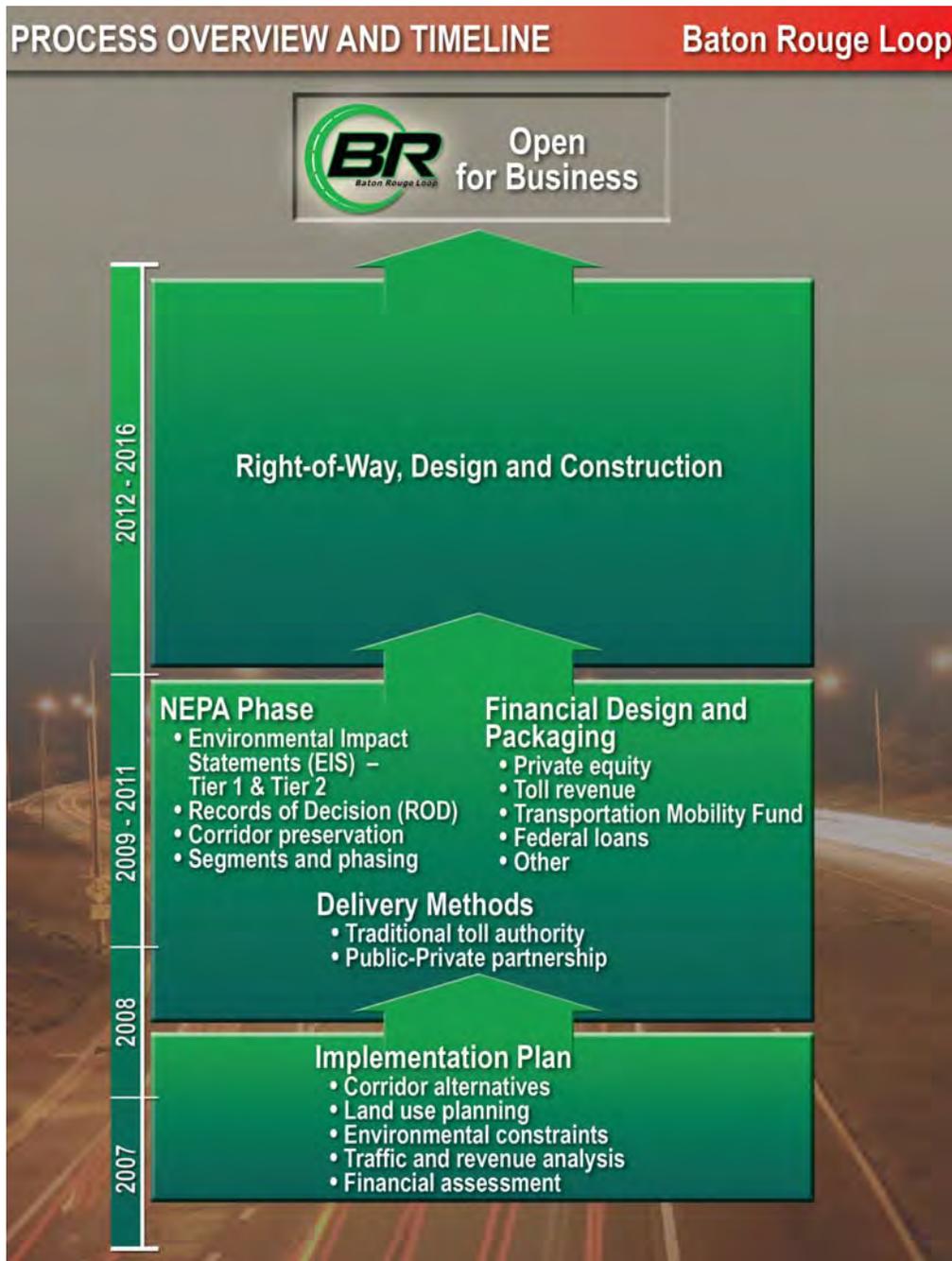
NO ROADS, SLOW ROADS, OR TOLL ROADS...

The Louisiana Legislature recognizes that new models of roadway finance are needed, too. State legislation was enacted in Louisiana in 1997, 2001 and 2003 regarding the creation of toll authorities to plan, design, construct, and operate toll roads. This legislation includes a bill that permits the formation of local toll authorities for any Parish or contiguous Parishes in the state (1997), the Louisiana Transportation Authority (LTA) which has statewide jurisdiction for toll roads (2001), and the LMEC toll authority charged specifically with implementing a loop around Lafayette (2003). These actions by the legislature indicate an understanding and recognition of the need for highway improvements in Louisiana and the lack of funding available from traditional sources to implement these improvements.

PUBLIC-PRIVATE PARTNERSHIP (PPP) LEGISLATION

In 2006 Act 304 became law providing the opportunity for private investment in Louisiana's transportation system. This legislation provides another tool to develop comprehensive financing arrangements and new methods of project delivery. The PPP approach, like the Mobility Fund, will be geared to projects that are viable as toll road projects. The PPP legislation can be used in combination with the Mobility Fund legislation and other financing components to help craft creative financing packages.

PROJECT SCHEDULE FOR BR LOOP





PUBLIC INVOLVEMENT

PUBLIC SCOPING MEETINGS

The official public scoping meetings will provide information and solicit public input and comments on the BR Loop project. Five public scoping meetings are being held February 25 – March 3 from **4:00 – 7:00 p.m.** in each potentially affected parish at the following locations:

East Baton Rouge Parish – February 25, 2008

BREC Headquarters, 6201 Florida Blvd., Baton Rouge

Ascension Parish – February 26, 2008

Gonzales Civic Center, 219 South Irma Blvd, Gonzales

Livingston Parish – February 27, 2008

North Park Recreation Center, 30372 Eden Church Road, Denham Springs

West Baton Rouge Parish – February 28, 2008

Port Allen Community Center, 749 North Jefferson Avenue, Port Allen, LA

Iberville Parish – March 3, 2008

Plaquemine Civic Center, 24700 J. Gerald Berret Boulevard, Plaquemine, LA

BRLoop.com

VISIT THE BATON ROUGE LOOP WEBSITE FOR MORE INFORMATION

The BRLoop website can be a handy feature for staying current on the process, planning and progress. Click on BRLoop.Com for the latest information:

- Project and meeting schedules
- Meeting reports
- Current corridor Maps
- Links to related sites
- Contact for feedback and questions

Project Video

**Project Name**

BR Loop Implementation Plan
C-P Project No. 07-PR-MS-0002

Date of Meeting

July 5th, 2007

Location

LADOTD, Room 203A

Purpose of Meeting

Initial Agency Coordination with
FHWA and LADOTD

Time

10:00AM to 12:00PM

Meeting Attendees

Representatives from FHWA, LADOTD, HNTB,
ABMB, and URS (see attached)

MEETING SUMMARY**1. Welcome**

Bryan Harmon welcomed everyone to the meeting and explained the importance of the BR Loop project and the City's commitment to developing an Implementation Plan.

2. Introductions – *Bob Schmidt, HNTB***3. Explanation of Project Scope**

Bob Schmidt (HNTB) explained the Project Scope discussing the importance of collaborating early on in the process with the FHWA and LADOTD. He also explained the intent during this initial stage to develop an Implementation Plan that would develop a plan for financing and phasing. He mentioned that while the project was in a feasibility phase and would not have a single chosen corridor, the project team will need to focus on a limited number of corridors to conduct traffic and revenue estimates and determine preliminary cost estimates.

Wes Bolinger (FHWA) was concerned with the term "Implementation Plan" and that it denotes having a chosen corridor at the end of the project. Bryan Harmon (DPW) explained that the one major intention of the Implementation Plan is to have a better understanding at the end of the project to determine a path to move forward with an understanding of funding options.

With regards to pre-NEPA compliance, the project team intends to develop a draft Purpose & Need and a range of alternatives. Bob Mahoney (FHWA) and Noel Ardoin (LADOTD) both stressed that these are to be considered preliminary during this "Stage O" but can be rolled into the future NEPA phase. Wes Bolinger (FHWA) asked what components of this study would be incorporated into a future NEPA phase. Tom Hunter (URS) also explained that the intent of the team was to comply with the FHWA's guidance on integrating NEPA and planning studies. Mr. Hunter explained that the project draft purpose and need statement and the range of alternatives developed from this study would ideally be adopted by the future NEPA phase. Bob Mahoney (FHWA) and Noel Ardoin (LADOTD) both reiterated that the work during this stage can be utilized in the next phase but the project team must be open to accept new alternatives that may be identified during the NEPA phase.

4. Public and Agency Involvement Scope

Krista Goodin (HNTB) explained the plan for public and agency involvement throughout the project. The FHWA and LADOTD will be represented on the Advisory Committee and have the opportunity to attend the two rounds of public meetings. The resource agencies will be invited to attend an Agency Kickoff Meeting tentatively scheduled for the week of August 20th. The draft Purpose & Need, the project scope and draft Agency Coordination Plan will be presented to the agencies.



There was discussion regarding the letter to invite agencies to the Agency Kickoff Meeting and how the language should be worded. Bob Mahoney (FHWA) and Noel Ardoin (LADOTD) suggested that this letter not use the term “pre-NEPA” in that it may confuse the resource agencies that the project team is initiating the NEPA phase. Noel Ardoin confirmed that the letter inviting the agencies to participate in this study need not contain any particular language to comply in the future with NEPA requirements related to agency involvement. Bob Mahoney (FHWA) and Noel Ardoin’s (LADOTD) suggestion was that the project team should invite the agencies to learn about the first phase of this project and the letter should suggest that the team anticipates the agency will be a cooperating or participating agency during the future NEPA phase. Bob Mahoney (FHWA) suggested the team contact the agencies directly by telephone to discuss the scope of the project and get buy in from supervisors to encourage attendance at the Agency Kickoff Meeting. It was suggested that phone calls with regulatory agency supervisors may be beneficial to explain the benefit of this early agency involvement.

There was also some discussion regarding the planned public involvement opportunities. It was noted that the first public involvement opportunity would allow the public to comment on the project draft purpose and need and preliminary alternatives under consideration.

5. Discussion of Environmental/Pre-NEPA Compliance

Tom Hunter (URS) explained the environmental task for the first phase of the project.

Bob Mahoney (FHWA) asked if the DPW had any criteria for deciding a go or no go at the end of the project. Bryan Harmon (DPW) explained that there was understanding that toll roads would not pay for the entire road and that a key part of the Implementation Plan was to identify funding sources and determine feasibility. Bob Mahoney (FHWA) asked if the DPW would be considering local resources. Bryan Harmon (DPW) explained that that was not necessarily a resource but that all funding options would be considered. Bob Schmidt (HNTB) explained that the road will not be paid for by tolls alone and that the Implementation Plan will look at ways to make up the funding gap. Some options that may be looked at include a local toll authority managing the toll road, a state toll authority managing the road, Public-Private Partnerships, and/or the Mobility Fund. It was also noted that identification of corridors during this stage will be useful for corridor preservation while the project moves forward to next phases.

Scott Nelson (FHWA) asked how the BR Loop Implementation Plan is different or similar for previous studies and what happened with the other studies. Huey Dugas (CRPC) and Mike Bruce (ABMB) explained that previous studies focused on portions of a loop and did not move forward for various reasons. The BR Loop project will be able to utilize previous data gathered for those studies with the intention of updating it with current available data (i.e. post hurricane traffic model and updated cost estimates).

Wes Bolinger (FHWA) asked if LADOTD had performed feasibility studies that had a tolling component. Noel Ardoin (LADOTD) mentioned that LA 1 was a toll road. Wes Bolinger (FHWA) asked what the public perception on tolling may be. Mike Bruce (ABMB) explained that during previous studies and recent public surveying, the public perception was that tolling new routes is not a problem, but tolling existing routes would be a problem.

Noel Ardoin (LADOTD) requested that the project team contact Tony Ducote, Buddy Porta and Hossein Ghara all of LADOTD regarding the Agency Kickoff Meeting. Noel Ardoin (LADOTD) also suggested that resource agencies may have problems with the corridor going through the eastern part of the study area due to wetlands and habitat concerns.

FOLLOW UP

- HNTB will email the project scope to FHWA and LADOTD for their records.
- HNTB will email an updated calendar to FHWA and LADOTD that is subject to change.
- HNTB will provide meeting notes and sign in sheet to meeting attendees.

**Project Name**

BR Loop Implementation Plan
C-P Project No. 07-PR-MS-0002

Date of Meeting

July 18th, 2007

Location

URS Metairie Office

Purpose of Meeting

Initial Agency Coordination with
USACE – NOD and USCG

Time

10:00AM to 12:00PM

Meeting Attendees

Representatives from USACE, USCG, HNTB,
ABMB, and URS (see attached)

MEETING SUMMARY**1. Welcome**

Bryan Harmon (DPW) welcomed everyone to the meeting and explained the importance of the BR Loop project and the City's commitment to developing an Implementation Plan. He also explained how the team wanted to begin early coordination with the Corps of Engineers and the US Coast Guard.

2. Introductions**3. Explanation of Project Scope**

Suzanne McCain (URS) explained the various aspects of the project scope to be conducted over 12 months including analyzing constraints, developing a traffic model and modeling the tolling aspect of the loop. She also explained that as corridors are developed, they will eventually be prioritized based on their ability to garner funds.

4. Public and Agency Involvement Scope

Krista Goodin (HNTB) reviewed the handout explaining the Public and Agency Involvement opportunities throughout the 12 month project. She also explained that the agencies will be invited to an upcoming Agency Kickoff meeting to be held mid-late August.

5. Discussion of Potential MS River Crossings / Environmental Compliance

Tom Hunter (URS) explained the environmental evaluation portion of the project which will identify overall key environmental issues and develop the corridors to help avoid or minimize impacts. He explained that the loop will be crossing the Mississippi River at two locations, the Amite River at two locations and potentially other waterways.

Scott Hoffeld (URS) explained that the team would be utilizing hydric soils, floodplains, wetland reserve program properties, and cultural resources information to identify preliminary corridors for the new roadway around Baton Rouge. Mr. Hoffeld asked if Martin Mayer (USACE) suggested any additional constraints to use. Martin Mayer confirmed that hydric soils was a better layer to use to represent wetlands than the National Wetland Inventory maps. He added that other than endangered species, the noted layers were sufficient in his view, but emphasized the use of cultural resources in the preliminary corridor evaluation. Some discussion regarding mitigation banks in the area resulted in the agreement that Martin Mayer (USACE) would send the team the locations of mitigation banks and other environmentally sensitive areas known by USACE Regulatory, once he receives a map of the project boundary area. Mitigation banks on which Martin Mayer (USACE) will provide further information include Bayou Paul, Bayou Chocktaw, Largo, Spanish Lake, and Bluff Swamp.



Mr. Hoffeld also noted that one of the areas of greatest concern was the Amite River, which is a Louisiana scenic waterway and known to be inhabited in some reaches by federally-protected freshwater mussels. Mr. Mayer confirmed the USACE's concern related to impacts in riparian zones and concern related to federally-protected freshwater mussels. Mr. Hoffeld emphasized that the team was taking opportunities in the development of preliminary corridors to identify crossings of waterways where wetlands and floodplains are relatively narrow and where a disturbed utility corridor or other exists. Mr. Hoffeld asked if Mr. Mayer was aware of any reaches of the Amite that should be avoided. Mr. Mayer suggested that the US Fish and Wildlife Service would be the agency which would provide such information related to reaches inhabited with protected mussels although the *Amite River Ecosystem Restoration Study* was completed by the USACE and may provide some information on planned restoration projects and sensitive reaches of the Amite River. Later in the discussion, Mr. Mayer emphasized that the USACE will evaluate the secondary and cumulative effects to wetlands from this project. Mr. Hoffeld noted that the project will address these issues. He added, however, controlling land use is most effectively accomplished locally through zoning and local ordinances. Mr. Hoffeld asked if the USACE had any good examples of land use policies that had been enacted elsewhere to control induced land development in marginal wetland areas and other. Mr. Mayer noted that the USACE had no examples to provide, but all agreed that developing such policies would be beneficial and the most effective tool to control induced land development.

Steve Wallace (ABMB) then explained the project boundary map. Mr. Wallace noted the inner urbanized section of the project boundary area that the team was generally avoiding for preliminary corridor development. He then noted the outer boundary and discussed the on-going corridor development, as well as eleven (11) potential Mississippi River Bridge locations. Bart Marcules (USCG) suggested the team also coordinate with the river pilots associations, tow boat operators and the Maritime Navigation Safety Association (MSNA). Following this brief discussion, Mr. Hoffeld explained that Chris Rieder of the New Orleans and Baton Rouge Steamship Association had conducted a very preliminary review of the crossings, which Mr. Rieder noted in an E-mail to Mr. Hoffeld must be investigated in further detail. However, based on the preliminary comments from Mr. Rieder, Scott Hoffeld led the meeting attendees to each of the proposed crossings, noting their particular concerns from Mr. Rieder's view. Potential new Mississippi River crossings are located at Mississippi River Mile 245.5, 226.5, 225.75, 203.8, 203, 199.5, 185.5, 183, and additional spans at the US 190 Bridge (River Mile 234), I-10 (River Mile 229) and the Sunshine Bridge (River Mile 167.5). Other locations in close proximity to these crossings were also discussed, as well. None of the crossings had issues that precluded their consideration; however, one crossing was in the vicinity of an anchorage area and two others were located at the lower ends of navigational crossings. Both issues must be further evaluated. It was also noted that the potential crossing at River Mile 245.5 was outside of the NOBRA's jurisdiction, so no comments had been received from Mr. Rieder. Bart Marcules mentioned that he would research whom the team could contact to get more information regarding the anchorage areas.

Following the discussion of these potential Mississippi River bridge locations, Mr. Hoffeld asked attendees if there were other crossing locations that had been considered in the past that the team should now consider among those noted in the meeting. Attendees were unaware of any other potential bridge locations that had been considered in the past. Mr. Wallace inquired if there were any other issues that the team should be considering at this time for these crossings. Mr. Marcules noted that potential vessel collisions must be factored into the design as was completed for the Mississippi River Bridge at Luling. Mr. Steve Hague (HNTB) noted that vessel collisions would be factored into the design, appropriate for the potential vessel based on the bridge location; i.e., barge tows upstream of US 190 and large vessels downstream of US 190. Mr. Wallace also inquired if there were any issues for consideration for the Intracoastal Waterway bridge crossing. It was agreed that because the entire channel would likely be spanned, only vertical clearance would be of issue.



FOLLOW UP

- Scott Hoffeld to provide Martin Mayer and Bart Marcules with a PDF of the project boundary.
- Martin Mayer (USACE) to provide Scott Hoffeld with locations of mitigation banks, and other environmentally sensitive issues of which USACE Regulatory is aware within the project boundary area map provided by URS.
- Consultant team will refine crossing locations for further discussion with USACE, USCG, NOBRA, MNSA, and the Towboat Captains.
- Scott Hoffeld to provide graphic of constraints and crossing options of particular interest to Bart Marcules (USCG)
- Bart Marcules (USCG) to provide Scott Hoffeld with USCG point of contact regarding anchorage and fleeting area issues.
- Bart Marcules (USCG) to provide the Scott Hoffeld with a point of contact with Towboat Operators for further coordination.
- Krista Goodin to coordinate with USACE and USCG attendees regarding upcoming agency kick-off meeting.

Mr. Blakemore explained that the USCG can change the anchorage area layout and use their eminent domain powers for this purpose, but it involves a number of approvals as with the bridge application review. The District Commandor has final jurisdiction on anchorage areas. He explained that Bridge Act of 1946 basically notes that all bridges are navigation hazards; however, he added that the USCG understands (as does the industry) that bridges are necessary intermodal links. Mr. Blakemore explained that the 1995 floods resulted in many vessel casualties, collisions, and allisions (impacts with immovable objects). Following the 1995 flood, the USCG began to impose strict operational guidelines when the River stage was higher than 28 feet (estimate). These guidelines include control of river traffic along crossings. He emphasized that the reach of the Mississippi between I-10 and the Missouri Bend was a section of the Mississippi River of particular concern due to the entry of barge tows from the Intracoastal Waterway.

The anchorage area near River Mile 225 is the most northern deepwater anchorage south of I-10 and the Port of Baton Rouge. To modify the anchorage area, the USCG will look at navigation safety issues through coordination with NOBRA, Federal Pilots Association, Towing Industry, USACE, and MNSA, and MRMA (Mississippi River Maritime Agency) – a trade association. If the USCG is satisfied that the change is safe and feasible, an application for a USACE permit may then be made upon which a public, “Notice of Proposed Rulemaking” will be published for a 60-day comment period. Following this period and another 30 day period for the USCG, the USCG will render its decision. Mr. Blakemore suggested that it usually takes 8 months for such changes to be made. He is aware of anchorage areas being changed in the recent past, but none on the Mississippi. He was also unaware of any requests that have been made to change an anchorage area on the Mississippi during his tenure (last 3 years).

Mr. Blakemore explained that the Bridge Administrator’s Office will then look at the location and NEPA compliance. NEPA compliance need not be completed prior to coordination and preliminary approval, however.

Specific crossing options were informally presented and discussed. A bridge over the Red-Eye Crossing is a possibility, but the bridge needs to be at least 2-3 miles from the centerpoint of the Missouri Bend. A bridge over the anchorage area is also a possibility. Bridges in the bend are unacceptable. We need to be aware that multiple ships / barge tows will be using the crossing areas at one time, so the vertical clearances need to be wide. Review of the horizontal clearances of the Sunshine and Gramercy Wallace bridges suggests that between 750’ is a good minimum planning width.

It was decided that the best plan of action was for the team to coordinate directly with the New Orleans Sector of the USCG, which is led by Captain Lincoln Stroh. Mr. Blakemore will introduce the team to Mr. Stroh by E-mail on which attendees will be copied. He also suggested contacting Chris Accardo (504-862-1417), Chief of Operations at the New Orleans District, USACE. Mr. Blakemore noted that both the USCG New Orleans Sector and the USACE will want to meet on the crossings. The content of the meeting was discussed. Mr. Blakemore suggested presenting a preferred alternative along with others. The graphics should show the landside constraints (e.g., historic sites, development, community facilities, managed lands, wetlands, etc.) so that the USCG and USACE representatives understand/consider the landside constraints with which the team must contend along with navigation safety and fleeting issues. Mr. Blakemore also suggested that the team present the frequency of use of the anchorage area of concern. The Port of Baton Rouge should have these data as they pay for its use.

Action Items:

1. Doug Blakemore to alert Lincoln Stroh of project and team’s coordination needs.
2. Team to arrange meeting with USCG New Orleans Sector and USACE.
3. Team to complete graphics and overall project presentation.



Memorandum

Date: August 20, 2007

To: Project File – 19228263.00002 (BR Loop)

From: Scott Hoffeld/Metairie

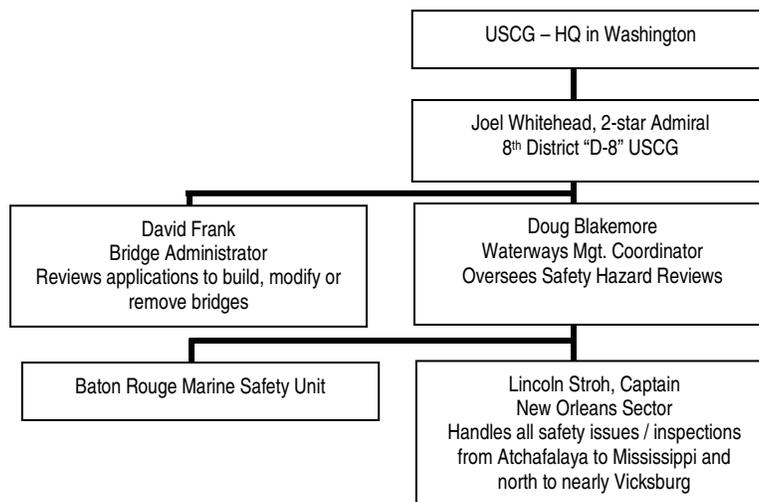
cc: Tom Hunter and Suzanne McCain of URS; Stephen Wallace and Gary Heitman of ABMB; and Krista Goodin, Steve Hauge, and Bob Schmidt of HNTB.

Subject: **BR Loop: Meeting with Doug Blakemore, Waterways Management Coordinator, Prevention Division, 8th District, USCG**

A meeting was held in the URS Metairie 14th Floor conference room with Doug Blakemore at 1:00PM on Monday, August 20th. Scott Hoffeld arranged the meeting at the suggestion of Mr. Blakemore on Thursday, August 16th. Doug Blakemore's contact information follows:

Doug Blakemore	Hale Boggs Federal Bldg.
Waterways Management Coordinator	500 Poydras St.
Prevention Division	New Orleans, LA 70130-3310
8 th District, USCG	504-671-2109
	504-589-6654
	douglas.a.blakemore@uscg.mil

It was explained by Scott Hoffeld in the short call on Thursday that purpose of the meeting was to discuss the issues related to revising the size and/or location of anchorage areas in the Mississippi River. Attendees in addition to Mr. Blakemore included Tom Hunter and Scott Hoffeld of URS; and Stephen Wallace and Gary Heitman of ABMB. Mr. Blakemore explained that process of bridge application review, which involves several USCG entities as well as the River Pilots, federal pilots, the towboat operators, industry, and the USACE. The overall USCG review organization is as follows:



August 6, 2007



PROJECT NO.: 07-PR-MS-0002

PROJECT NAME: Baton Rouge Loop Implementation Plan

LOCATION: Greater Baton Rouge, Louisiana

PARISHES: East Baton Rouge, Ascension, Livingston, Iberville, West Baton Rouge

RE: AGENCY COORDINATION KICKOFF MEETING

Dear Sir or Madam,

HNTB-ABMB Joint Venture, LLC has initiated the Baton Rouge Loop Implementation Plan (Project) for the City of Baton Rouge Parish of East Baton Rouge Department of Public Works. The scope of the project is to begin the process for the location of a tolled free flow roadway within East Baton Rouge, Ascension, Livingston, Iberville and West Baton Rouge Parishes. The Implementation Plan phase will include preliminary engineering design, initial environmental feasibility, preliminary cost estimates, preliminary traffic and revenue studies, financing and scheduling, public outreach and agency coordination and an implementation plan.

The 12 month schedule also includes a significant public involvement plan including regular meetings with an executive committee, advisory committee and stakeholder committee in addition to two rounds of public meetings.

As part of the initial environmental feasibility, the project team is reaching out to federal, state and local agencies in an early coordination manner to learn more about the BR Loop Implementation Plan and the NEPA Phase which will start soon. These agencies will be invited to be participating or cooperating agencies once the NEPA Phase has been initiated.

The project team has scheduled an Agency Coordination Kickoff Meeting on Tuesday, August 28th from 12PM to 1:30PM at the offices of URS Corporation on Florida Boulevard. Lunch will be provided.

**BR Loop Agency Coordination Kickoff
Tuesday, August 28th, 2007
URS Corporation Offices
3rd Floor, John Grosch Room
7389 Florida Boulevard, Suite 300
Baton Rouge, LA 70806
225-922-5700**

During the Kickoff Meeting, the project team will present overall project scope, the pre-draft Purpose and Need, initial environmental constraints and draft Agency Coordination Plan.

Please RSVP by Friday, August 24, 2007 to Krista Goodin at kgoodin@hntb.com or 225-368-2826. Also, please let Krista Goodin know if you have a special meal request. We look forward to having you there.

Sincerely,

A handwritten signature in black ink that reads 'Bryan K. Harmon'.

Bryan K. Harmon, P.E.
DPW Deputy Director



Directions: Your insight and agency's concerns are of key importance to the team during the development of preliminary corridors. Please take time to answer the following questions and provide supplementary data (e.g., GIS data layers, locations of sensitive sites) via E-mail or US Post. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team, **or you can fax to Krista Goodin's attention at 225-368-2801**. If you have additional data, please mail by US Post to the project team at the address below. Thank you.

Krista Goodin
HNTB Corporation
9100 Bluebonnet Center Blvd, Suite 301
Baton Rouge, LA 70809

1. Please **rank the importance** of the following purpose and need issues for the proposed toll roadway (with 1 being the most important):
 - _____ Reduce congestion and delay of local trips on both interstates and principal arterial roadways.
 - _____ Reduce congestion and delay of long distance trips traveling through the Baton Rouge region on both interstates and principal arterial roadways.
 - _____ Improve motorist safety.
 - _____ Improve regional roadway network connections, access, and mobility between points.
 - _____ Improve intermodal connectivity between roadway network and existing and planned port, airport, rail, and transit facilities.
 - _____ Improve regional transportation network capability to handle emergency evacuations.
 - _____ Respond to the legislative mandate to evaluate this project as noted in SAFETEA-LU.

2. Are there any **key sites** (please illustrate on constraints map and enclose with this sheet) that your agency considers sensitive and important for the project to avoid, which may not be noted on the constraints map at this time?

3. Are there **disturbed corridors** or other new corridor location "opportunities" that the team has not identified and used in the development of preliminary alternative corridors? If so, where (please illustrate on constraints map and enclose with this sheet)?

4. Are there any key **data sets** or studies that the team has not identified and used in the development of preliminary alternative corridors? If so, what are they, and how can the team obtain them?

5. How can we **improve communications** between the project team and your agency (E-mail and US Post)? Was the invitation addressed to the proper contact and should others from your agency be included?

6. Please provide **other comments** below or on attached sheet(s) regarding the project process, purpose and need, preliminary corridors, and constraints/considerations:

Agency Coordination Kick-Off Meeting
August 28, 2007
URS Corporation Offices
7389 Florida Street, Ste. 300
Baton Rouge, LA
12:00 noon – 1:45 p.m.

Craig Gardner, URS Corporation: Introduction

Bob Schmidt, HNTB Corporation: Introduction & PowerPoint Beginning through Loop Benefits (slide 10)

Tom Hunter, URS Corporation: PowerPoint: Pre-Draft Purpose & Need through Composite Constraints (slide 16)

Steve Wallace, ABMB Engineers: PowerPoint: Justification of Project Boundaries through Constraints with Potential Corridors (slide 22)

Suzanne McCain, URS Corporation: PowerPoint: Website until end and Discussion.

Discussion following presentation

The following comments and questions are summaries based on hand-written notes. No transcript or recording was made of the meeting.

Scott Hoffeld, URS. Are there any comments on the process that the team is using at this time to develop and evaluate alternatives? Are there key data sets that the Team should be using that we have not presented and used in the preliminary development of corridors?

Scott Nelson, FHWA: Further down the road, once the NEPA process begins, we will want an inventory of critical issues. There may be the opportunity to break into 3 EIS's. Try to stream line similar to I-69. May be beneficial to break into pieces and build in sections, and establish sections of independent utility (SIUs).

Bob Schmidt, HNTB: There will be a phased implementation and the Team will prioritize SIU's.

Suzanne McCain, URS: The team just received the traffic model, and as we review it, obvious sections that have little transportation utility will fall out.

Kyle Balkum, LDWF: Would there be independent utility if there were three EIS's? Would the three EIS's stand alone? Would termini of one SIU affect the future of the others?

Scott Nelson, FHWA: Not able to answer right now definitely, but the possibility is there. We must also look beyond common connections to some extent to make sure nothing immediately outside affects logical termini.

Scott Hoffeld, URS. In order for sections to have independent utility they cannot preclude consideration of alternatives for adjacent projects.



Martin Mayer, USACE: What about precluding logical termini at adjacent sections?

Bob Mahoney, FHWA: There is the potential for a tiered approach with separate environmental documents for each logical section. Inventory process could look at overall, and then break into independent utility.

Bob Schmidt, HNTB: Tiered approach would consist of Tier 1 (corridor-level study) and Tier 2 (alignment – level study).

Noel Ardoin, LADOTD: If tiering used, team should not consider the logical termini from the corridor-level tiered NEPA document “locked down” for the alignment-level tier.

Buddy Porta, LADOTD: Who is the lead federal agency?

Bob Schmidt, HNTB: There have been initial discussions with FHWA. The approach so far is that FHWA will be the lead federal agency, and LADOTD or the Toll Authority will be the lead state agency.

Carl Highsmith, FHWA: There have been discussions, but we have not signed off on it. FHWA will likely lead.

Bob Mahoney, FHWA: We need to encourage agencies to get involved early in the planning process. This meeting is an opportunity to jump start the process and get information from concerned agencies. Hopefully this will streamline the NEPA process.

Bob Schmidt: Thanks Bob. Anyone else?

Jamie Phillippe, LDEQ: Need to include LDNR CMD - Livingston Parish is part of the Louisiana coastal zone.

Bob Mahoney, FHWA: Are all key agency representatives that need to be included here at this meeting?

Scott Hoffeld, URS: Are there any specific comments on the corridors identified, or are there corridor opportunities along disturbed rights of ways or other that the Team has missed?

Martin Mayer, USACE: The USACE anticipates wetland mitigation to be a big issue. There is limited mitigation opportunity. We have mapped authorized mitigation areas on maps provided to the Team at the meeting.

Bob Mahoney, FHWA: The FHWA would like to avoid wetland mitigation areas. We don't want new ones created that will conflict with potential corridors, so we may want to stall new applicants until corridors are decided.

Martin Mayer, USACE: There are other potential mitigation areas that are not mapped. The USACE will work with the team to provide input.

Bob Schmidt, HNTB: As potential mitigation areas are identified, they become constraints.



Noel Ardoin, LADOTD: Does USACE have potential bank areas identified that are not approved? They will need to know potential areas.

Suzanne McCain, URS: The Team would like more information on desirable locations for the Amite River Crossings if you know of any candidate locations – what we can / cannot do.

Martin Mayer, USACE: The planning division is focusing on LA 10 South to US 190 [for restoration efforts on the Amite]. They have authority from Mississippi to Lake Maurepas. Mr. Martin is not aware of specific projects, but there is a database of information such as endangered species.

Kyle Balkum, LDWF: LDWF needs shape files to identify major constraints. Nicole can get constraints on the map if team provides shapefiles. If provided, LDWF can provide opinions of corridors for the team.

Mike Bruce, ABMB: One group that is not here is the freight railroads. We will engage them and believe they will have important input. Richard Baker's office asked that we consider freight while developing corridors.

Hossein Ghara, LADOTD: Has the Baton Rouge Metropolitan airport been included? Clearance zones and other restrictions need to be considered.

Mike Bruce, ABMB: The Team met with the Baton Rouge Metropolitan airport. Some improvements that may be incorporated into the loop may be funded for the airport (e.g. interchange from I-110).

Steve Wallace, ABMB: The Baton Rouge Metropolitan Airport is on the Stakeholder's committee, and they have been included.

Bob Schmidt, HNTB: The Team may propose to build a new bridge by the Old Mississippi River Bridge on US 190. The old bridge would be used for local traffic and the new bridge for Loop traffic.

Shannon Gilreath, USCG: Baton Rouge port is the 9th largest in the country. Need to address navigational concerns with building a bridge. You can't shut down river traffic.

Tom Hunter, URS: The team needs any information relevant to Spanish Lake concerns, as this is one of the more sensitive regions in the project boundary area.

Martin Mayer, USACE: USACE has the mitigation map that shows areas where existing/planned mitigation banks are located.

Kyle Balkum, LDWF: The Maurepas Wildlife Management Area may be expanding to the west, south of I-10 and west of 61.

Scott Hoffeld, URS: Are there any locations along Amite and Comite that are currently disturbed and offer opportunities for an alignment and crossing of these waterbodies? We may not be able to identify without going out and conducting field work.



Kyle Balkum, LDWF: The LDWF can investigate the corridor crossings of the scenic sections of the Comite and Amite Rivers and let the team know.

Scott Hoffeld, URS: While early in the process, we would also like comments on the preliminary purpose and need that we presented in the meeting today.

Tom Hunter, URS: Now is the time to discuss purpose and need and the how do we feel about the project boundary area defined to date? What are the key issues? Are there any specific comments?

Tom Griggs, LDEQ: What about hazardous material shipping routes and potential purpose and need issues? Has there been any consideration for moving hazardous material? There are quite a few accidents occurring along existing corridors in congested areas. Could we possibly put them on the toll road?

Bob Mahoney, FHWA: We may be able to look into that. It could be that laws must be passed.

Tom Hunter, URS: The Team needs to consider keeping hazardous material out of populated areas.

Kyle Balkum, LDWF: The LDWF will look at opportunities on two scenic river segments.

Suzanne McCain, URS: Land planning will need to be considered and ordinances put in place to keep impacts to adjacent properties to a minimum.

Brian Harmon, EBR DPW: The project will have controlled access [like an interstate] and not full access like Airline Highway.

Suzanne McCain, URS: Some sections may need frontage roads, and some sections may need to be on structure.

Martin Mayer, USACE: The Team must consider induced land developments and economic effects. The USACE has numerous applications for permits for developments. How will pending developments affect the corridor selection process? There is a lot of activity in East Baton Rouge and Ascension parishes.

Steve Wallace, ABMB: The team has met with and requested planned developments from all the parishes. We have received most and would like to have the Corps also.

Martin Mayer, USACE: We need to keep up with USACE publications notices to stay abreast of proposed developments. Information is on the website.

Steve Wallace, ABMB: We are working with the Planning Commission as well.

Suzanne McCain, URS: A regional park agency may result from this project.

Kyle Balkum, LDWF: Definitely look at spanning sensitive areas since crossing so many wetlands areas. It is too hard to provide culverts and maintain sheet flow patterns. Spanning is preferred for sensitive areas.



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Bob Mahoney, FHWA: Cost of structures may escalate cost of project and not be cost-effective.

Suzanne McCain, URS: If you know of any areas that must be spanned, let us know now for the cost estimate.

Scott Nelson, FHWA: Have interchange locations been discussed?

Bob Schmidt, HNTB: That will go hand in hand with traffic revenue model. We envision fully directional interchanges at I-10, I-12, US 61 and US 190 and standard diamond type interchanges at other locations.

Steve Wallace, ABMB: As the Team moves along, other interchange locations will be identified as the number of corridors is trimmed down.

Tony Ducote, LADOTD: The goal is to maximize traffic and revenue while minimizing project cost. How will other capacity improvements affect traffic on the new toll facility? How are these being incorporated? I just got out of a meeting to widen I-10 in town, and there is also a big push to add lanes to I-12.

Bob Schmidt, HNTB: We will address numerous scenarios in assessing financial viability. The future depends on legislation, federal loan programs and other opportunities to generate revenue. The Team has to control costs and maximize revenue.

Suzanne McCain, URS/ Tony Ducote, LADOTD: Private entities will conservatively evaluate the tolls and incorporate planned improvements into their investment decision.

Tom Hunter, URS: All improvements in the long range transportation plan will be considered in the travel demand modeling.

Kyle Balkum, LDWF: When will we see the model output?

Bob Schmidt, HNTB: By the end of the year.

Buddy Porta, LADOTD: Where did the 2-3 years for the EIS come from? Is it accurate?

Bob Schmidt, HNTB: The goal is 2-3 years, but there is no certainty in that. If we have viable projects with financing, we can do it in 3 years, for at least one section. The key is having financing and political leadership. If everyone is behind this and with input from this 1st step, then I think it is possible.

Buddy Porta, LADOTD: There are lots of people involved and it is going through some bad areas with wetlands, environmental justice, and endangered species. Can 2-3 years be reasonable? Is it conservative enough? Once 2-3 years is communicated to the public, they tend to remember this schedule / duration.

Tom Hunter, URS: It could be just one section and not the entire corridor. We have successfully completed more involved EISs before. It entails front-end planning, so that the NEPA evaluation is more focused and efficient.



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Noel Ardoin, LADOTD: FHWA goal is to obtain ROD in 3 years, they have not been able to achieve it yet. More like 5-8 years.

Bob Schmidt, HNTB: It is aggressive but attainable.

Buddy Porta, LADOTD: Make sure everyone knows that.

Scott Nelson, FHWA: Need to clarify the schedule for construction.

Bob Mahoney, FHWA: Air quality must be carefully considered and could affect time schedule.

Hossein Ghara, LADOTD: Air quality can be a double-edge sword. It could be that moving traffic more efficiently will reduce air emissions.

Bob Schmidt, HNTB: The MPO is not here today. Huey Dugas will be made aware of that issue. Thanks to all who attended and for your input. We look forward to working together with each of you as this project moves forward.

Following the general discussion, team members met in small groups with Martin Mayer of the USACE and CDR Shannon Gilreath of the USCG.

Discussions with Mr. Mayer centered about the constraints that he identified on a map that he submitted to the team. He agreed to continue coordination with the team regarding planned mitigation areas inside the project boundary area.

Discussions with Mr. Gilreath of the USCG addressed the next steps for the team to take toward identifying acceptable Mississippi River crossings. Mr. Gilreath agreed to provide the team with the appropriate attendees for a meeting with the USCG to discuss the Mississippi River crossings. This meeting was tentatively scheduled for mid- to late-September, 2007.

Additionally, following the general discussion and prior to departure, Keith Cascio of the LDWF Scenic Rivers Program suggested that he, Kyle Balkum, and Scott Hoffeld review the alternate corridor crossings of the scenic sections of the Comite and Amite rivers. No firm date for this outing was discussed.



**Meeting Questionnaire
August 28, 2007**

Directions: Your insight and agency's concerns are of key importance to the team during the development of preliminary corridors. Please take time to answer the following questions and provide supplementary data (e.g., GIS data layers, locations of sensitive sites) via E-mail or US Post. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team, or you can fax to Krista Goodin's attention at 225-368-2801. If you have additional data, please mail by US Post to the project team at the address below. Thank you.

**Krista Goodin
HNTB Corporation
9100 Bluebonnet Center Blvd, Suite 301
Baton Rouge, LA 70809**

1. Please **rank the importance** of the following purpose and need issues for the proposed toll roadway (with 1 being the most important):

- 2 Reduce congestion and delay of local trips on both interstates and principal arterial roadways.
- 1 Reduce congestion and delay of long distance trips traveling through the Baton Rouge region on both interstates and principal arterial roadways.
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- 6 Improve intermodal connectivity between roadway network and existing and planned port, airport, rail, and transit facilities.
- 4 Improve regional transportation network capability to handle emergency evacuations.
- 7 Respond to the legislative mandate to evaluate this project as noted in SAFETEA-LU.

2. Are there any **key sites** (please illustrate on constraints map and enclose with this sheet) that your agency considers sensitive and important for the project to avoid, which may not be noted on the constraints map at this time?
Pending & approved wetland mitigation banks, cultural resource sites, wetlands and riparian/streamside zones.
3. Are there **disturbed corridors** or other new corridor location "opportunities" that the team has not identified and used in the development of preliminary alternative corridors? If so, where (please illustrate on constraints map and enclose with this sheet)?
None that we are aware of.
4. Are there any key **data sets** or studies that the team has not identified and used in the development of preliminary alternative corridors? If so, what are they, and how can the team obtain them?
None that we are aware of.
5. How can we **improve communications** between the project team and your agency (E-mail and US Post)? Was the invitation addressed to the proper contact and should others from your agency be included?
*Email preferred; phone and mail as appropriate.
Large files/maps probably best overnighted or hand-delivered.*
6. Please provide **other comments** below or on attached sheet(s) regarding the project process, purpose and need, preliminary corridors, and constraints/considerations:
*Must address secondary impacts/induced development associated with improved access. Must also address cumulative impacts in EIS.
Prefer a single comprehensive EIS be prepared as opposed to
"link"*



Buddy Forta

Directions: Your insight and agency's concerns are of key importance to the team during the development of preliminary corridors. Please take time to answer the following questions and provide supplementary data (e.g., GIS data layers, locations of sensitive sites) via E-mail or US Post. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team, **or you can fax to Krista Goodin's attention at 225-368-2801**. If you have additional data, please mail by US Post to the project team at the address below. Thank you.

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HNTB Corporation
9100 Bluebonnet Center Blvd, Suite 301
Baton Rouge, LA 70809

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- 4. Are there any key **data sets** or studies that the team has not identified and used in the development of preliminary alternative corridors? If so, what are they, and how can the team obtain them?
- 5. How can we **improve communications** between the project team and your agency (E-mail and US Post)? Was the invitation addressed to the proper contact and should others from your agency be included?

You did well.

6. Please provide **other comments** below or on attached sheet(s) regarding the project process, purpose and need, preliminary corridors, and constraints/considerations:

- Should T/E & Environmental Justice be considered?
- Is 2-3 years for Environmental Decision reasonable?



BR Loop - River Crossing Meeting
September 18, 2007
URS Corporation Metairie Office
3500 North Causeway Blvd. 10th Floor
Metairie, LA

Attendees: (see attached sign-in sheet)

Meeting Summary:

Scott Hoffeld of URS opened the meeting with a brief overview of the project stated the purpose of the meeting, which was to obtain specific input on the potential river crossing locations between I-10 and the Missouri Bend of the Mississippi River. While there are other corridors and river crossing locations that are being considered, discussion at this meeting was narrowed to this stretch of river because of the challenges in this area that will affect potential crossings. It was noted that in addition to the navigational constraints, there are many landside constraints that must be considered as well in ultimately choosing an alignment.

Discussion initially centered on the 3 potential alignments immediately north of the Missouri Bend. The general rule of thumb of nothing closer than 3 miles from midpoint of a river bend was not as critical a factor in this case. There is a sand bar that exists in the center of the river in this area, and it seemed desirable that a pier could be placed within the sand bar and not affect river traffic. This sand bar is fairly consistent from year to year (does not migrate much). Large vessels stay in the channel near the west bank, while barge tows often travel approximately 200' from east bank when water levels are adequate to do so. It is desirable to span both of these areas, but the deep channel must be spanned. A minimum span of 1500' over the deep channel was discussed (measured from the point of low water elevation on the west bank). Crossing options on the north side of the bend might be best as they are not in the 'steer' of the bend. Of the three alignments shown just north of the bend, the crossing near approximate mile 223.2 seemed most desirable for barge tow traffic.

Steve Hague of HNTB discussed possible pier/span arrangements. The longest cable stayed span in the US, just under 1700', is under construction near St. Francisville. Spans approaching 2000' are possible, but usually become cost-prohibitive. Ideally, spans should remain about 1500-1600' for optimum cost stand point. Possible arrangements are 750'-1500'-750', or could go to 750'-1500'-1500'-750' if two long spans are needed. Shorter spans on the outside of longer spans need to be half of the long span length for design purposes. The air draft would be at least as high as that provided by the existing I-10 river bridge.

From the USACE's perspective, it is desirable not to disturb the existing river



revetment. However, in other locations revetment has been constructed around piers, and would not be a major obstacle if pier arrangement dictated the need to place the piers in revetment areas. USACE has hydrographic surveys of this area, and can provide for the team's use in overlaying and verifying sand bar location, revetment areas, red-eye crossing location, etc.

Discussion then shifted to the 3 potential bridge alignments shown between river miles 225 and 228. Coast Guard stated that it would be very difficult to modify or impact the anchorage areas, which are under Coast Guard control. Also, these areas can not be spanned, as Coast Guard wouldn't want vessels containing hazardous materials anchored/fleeting beneath the bridge. Piers adjacent to the anchorage would not be a good idea either, as anchored vessels would be swept into the pier protection and would be damaged by impact. Another concern of this area is that all barge tows coming out of the ICWW in high water conditions must go south – those that are northbound must turn around in or south of the anchorage area. This turnaround maneuver sometimes takes nearly a mile, and therefore the location nearest river mile 225 (the alignment traversing on the south side of the Sinclair Sugar Mill) would be the farthest north for a bridge crossing, in consideration of the restrictions imposed by the anchorage areas. North of the anchorage area would not be a feasible location, as this is a very busy area of the river, with the anchorage area just south, adjacent river channel, adjacent barge fleet areas, and ICWW channel.

The group discussed a potential crossing option immediately south of the existing I-10 bridge. There is an existing barge fleeting operation (McKinney) that runs to the existing bridge. It would not be impossible to construct a new bridge immediately south of the existing, but may need to be modeled in simulator (Chris Rieder of NOBRA). Other locations could also be modeled as well.

Other areas of potential bridge crossing locations south of I-10 to Missouri bend were also discussed, and were in the area generally ½ mile upstream and downstream of river mile 224. The span arrangement would need to be considered carefully in this area if pursued further.

The last topic of discussion was the Mississippi River crossing options considered for the northern loop section. It seemed feasible to cross adjacent to the existing 190 bridge, with immediately downstream preferred from a river traffic perspective. Also, a second set of piers adjacent to the existing would be a concern depending on the location, as the existing pier placement is difficult for traffic to maneuver at this time. Barge collisions with the US 190 bridge occur annually. The option shown several miles north of the existing river bridge seems to be in a good location from a river traffic perspective.

There is an upcoming meeting of Maritime Navigation Safety Association (MNSA) scheduled for September 27, 2007, at which an item of discussion can be the potential bridge crossings. Chris Rieder can present the locations if desired. There is also a River Safety Advisory Committee meeting tentatively scheduled for November 2007 at which the crossings can be discussed.

BR LOOP – RIVER CROSSINGS – I-10 to MISSOURI BEND
9/18/07



Input should also be obtained from the affected barge fleet operators in the area, such as McKinney, Kirby, CCI, and Capitol Marine. Carl Gonzales or Sherry Fielder can arrange that meeting; however, these interests are typically in attendance at MNSA meetings.

Action Items:

Michelle Ulm, USACE: Will email Suzanne McCain, Steve Hague, and Gary Heitman CADD files containing information pertinent to this area of the river (surveyed revetment locations, red-eye crossing, sand bar location, etc.). She will also distribute potential pier locations when available to others within USACE who need to provide input, and arrange a meeting between team members and those interested parties to discuss items such as where piers can be placed in relation to levees and revetment areas.

Steve Hague, HNTB: Will plot possible spans arrangements on the 5 potential crossing location areas. A bridge typical section or alternative sections will also be prepared. These will be forwarded to Suzanne McCain and Gary Heitman when complete.

Suzanne McCain, URS: Will assemble information provided by USACOE and Steve Hague into project GIS database and to be ultimately shown on exhibits for future meetings and coordination with this and other similar groups. A revised exhibit will be sent to each person in attendance at this meeting for comment.

Chris Rieder, NOBRA\MNSA, Pilots: Will put bridge crossing locations on agenda for September 27th meeting and will present info gathered from the team at this meeting.

**Project Name**

BR Loop Implementation Plan
C-P Project No. 07-PR-MS-0002

Date of Meeting

January 28, 2008

Location

FHWA, Baton Rouge,
LA

Purpose of Meeting

FHWA/DOTD Status Meeting of BR
Loop Project

Time

1:00 PM

Meeting Attendees

Carl Highsmith (FHWA)
Bob Mahoney (FHWA)
Scott Nelson (FHWA)
Noel Ardoin (DOTD)
Bryan Harmon (DPW)
Steve Wallace (ABMB)
Bob Schmidt (HNTB)

Edd Manges (HNTB)
Warren Myers (HNTB)
Adriane McRae (HNTB)
Scott Hoffeld (URS)
Madeline Rogers (URS)
Suzanne McCain (URS)
Tom Hunter (URS)

MEETING SUMMARY

1. Introductions: Carl Highsmith of FHWA opened the meeting with introductions of meeting attendees.

2. Presentation: Bob Schmidt presented an overview for the project and discussed the current status of corridor refinement. The outline of the presentation included:

- History
- Implementation Plan team
- Overview and timeline as Fast Track Project
- Corridors
- Project Boundaries
- Constraints – Environmental & Mississippi River Bridge Potential Crossings
- Refinement of corridors
- Looking ahead - Land Use Plan, Corridor Preservation, Context Sensitive Solutions (CSS)
- Public Outreach – Website (www.brloop.com) was presented along with the meeting schedule including upcoming Second Round of Public meetings scheduled for February 25-28 & March 3.

It was emphasized that there would be consideration for improving existing cross streets which may tie into the proposed loop.

Points of interest at Ascension Parish corridors due to densely populated area near Prairieville. Also there are concerns at potential Amite River crossing near Port Vincent



and French Settlement. It was also noted that there is potential to include LA 42 within loop corridor in Ascension parish based on conversations with parish government.

The toll commission created in conjunction with this project is the Capitol Area Expressway Authority (CAEA). Currently the CAEA includes the five parish presidents for the region and is the lead local agency for the project. CAEA has no staff presently, therefore, services are being provided through the EBR city-parish staff temporarily. It is anticipated that CAEA will obtain appropriate staff within 1 year.

Funding Methods being considered for the project include:

- Traditional toll funding
- Public-Private Partnership along with the Transportation Mobility Fund
- Hybrid of the two above

Examples presented of various funding mechanisms include:

- LA 1 to Port Fourchon – (Entirely electronic toll collection)
- Trans-Texas (TT) Corridor – Throughout Texas
- I-495 Capital Beltway, High Occupancy Toll (HOT) Lanes – Near Washington D.C.

3. Tier 1 EIS:

Proposed schedule was presented of the Project Development Plan to complete NEPA Tier 1 & Tier 2 EIS by 2011.

- Tier 1 EIS planned to begin mid-February 2008 with finish 1st/2nd quarter 2009.
- Corridors to be carried into Tier 1 are those identified in the Feasibility Study
- Outcome of the Tier 1 EIS will be the selection of corridors to advance to Tier 2 EIS.
- Tier 2 EIS is where the detailed alignments will be developed and impacts assessed.

Noel Ardoin - DOTD – feels schedule is unrealistic in light of current time frame for completing EIS's in the state.

FHWA – Had concerns with air quality non – conformity in the Baton Rouge area. Particularly how the project would be addressed in the SIP.

FHWA also inquired as to how the financial constraint would be addressed in the TIP. Bob Schmidt indicated these issues are being coordinated with the MPO.

Both DOTD and FHWA emphasized that the project needs to be involve other resource agencies such as DEQ, USACE, Wildlife & Fisheries, EPA, and Coast Guard as soon as possible.



- Part of this consultation and coordination would be to bring the agencies up to speed on the project activities to date (Feasibility Study) so as to possibly head off having to back up reconsider all the corridor segments and sections considered and dismissed.
- A second component of these discussions would be to get some agreement on prioritization of the project in their reviews.
- Another important item will be the agencies agreement with the type and level of environmental studies identified in the scope of work for the Tier 1 EIS.

It was emphasized that the sooner the project can engage the agencies the better. It was also recommended that the project engage the USACE in an early pre-application 404 meeting.

It was noted that a portion of Livingston Parish is in the Coastal Zone so that needs to be included in scope.

The draft scope of work for the Tier 1 EIS was provided to FHWA and DOTD for review and they were asked to provide any feedback or comments they may have. Bryan Harmon of DPW asked that he be copied on any comments.

Discussion turned to a Notice of Intent (NOI) for the project Tier 1 EIS and it was agreed that a draft NOI would be prepared and submitted to FHWA for review and comment.

Carl Highsmith of FHWA was identified as their day to day contact for the Project.

**Project Name**

BR Loop Implementation Plan
C-P Project No. 07-PR-MS-0002

Date of Meeting

April 9, 2008

Location

Conference Call

Purpose of Meeting

Alternative Mississippi River
Bridge Crossings Discussion

Time

2:30 p.m. – 3:15 p.m.

Meeting Attendees

David Frank (USCG)
Bart Marcules (USCG)
Bill Johnson (USCG)
Stephen Wallace (ABMB)
Steve Hauge (HNTB)
Bob Schmidt (HNTB)
Scott Hoffeld (URS)

MEETING SUMMARY

A conference call was held from 2:30PM to 3:15PM to discuss the following agenda:

1. Comments on the revised crossings noted in the attached "BR_Loop_MRB_Missouri_Bend.pdf" file submitted on 12 November 2007 to USCG attendees (<philip.r.johnson@uscg.mil>, <Shannon.N.Gilreath@uscg.mil>, and <stacey.l.crecy@uscg.mil>, <steven.Keel@uscg.mil>) of a 18 September 2007 meeting.
2. Suggestions for permissible alternative Mississippi River crossings in West Baton Rouge Parish near the existing US 190 bridge [see attached "BR Loop Mississippi River Crossings (August 2007).pdf"] as requested in an E-mail to David Frank of the USCG dated 2 April 2008.

USCG representatives are unable to provide any official acceptance of any alternative without close coordination/comments from the mariners. A navigation study and simulation will ultimately be required by the mariners/USCG prior to official permitting. The USCG only officially "permits" bridge crossings. Mariners must comment on the acceptability.

Graphics provided in the BR_Loop_MRB_Missouri_Bend.pdf file included a plan/profiles of five bridge crossings. David Frank suggested that at least the sailing line and parish boundary be added to the plan view of each alternative bridge crossing. USCG representatives emphasized that mariners need to know where pier locations are planned with respect to the sailing line and navigational channel. The project team agreed to revise graphics to illustrate the sailing line, limits of the navigable channel,



and the parish boundary. Revised graphics will be distributed by the project team to twelve key stakeholder points of contact to be provided by David Frank to Scott Hoffeld. Distribution of these graphics will be completed in preparation of a follow-up meeting to present and discuss concerns/advantages/disadvantages of each alternative crossing.

David Frank reminded the project team that Shannon Gilreath of the USCG has offered to take the team on a boat to view alternative crossings and their navigational challenges. It was noted that the current high-water time would be a good time to view alternative crossings. Bart Marcules will coordinate with David Frank to initiate this boat trip in the near future. BR Loop Project team coordination for the boat trip will be provided by Scott Hoffeld.

No additional crossing locations/ideas were identified for the crossing in the vicinity of the US 190 bridge because of the need for mariner input.



APPENDIX A

Media Clips

Engineers picked for loop work

By Scott Dyer

Advocate staff writer

April 11, 2007 - Page: 1B

A team of consultants led by one of the national leaders in toll-road projects has been selected to plan a loop around the Baton Rouge metropolitan area.

City-parish Chief Engineer Bryan Harmon said negotiations are under way with the engineering team of HNTB Corp. and ABMB Engineers to hammer out a contract within the \$2 million budget.

The contract is tentatively slated to go before a Metro Council committee April 18 and the full council on April 25, Harmon said.

He noted that HNTB Corp. is one of the national leaders in the area of toll-road development, and a natural choice for a project that will rely heavily on toll revenue.

Harmon also noted that the two firms plan to work closely with URS, an engineering firm that completed the study a few years ago for a northern corridor. The URS study called for the proposed loop to split off Interstate 12 near Walker, loop to the north and run into I-110 near the old Mississippi River Bridge.

The HNTB-ABMB proposal was one of four received by the city-parish and ranked by the Engineer Selection Board, Harmon said. The unsuccessful bidders were Burk-Kleinpeter Inc., PBS & J's Austin Office, and Volkert and Associates Inc.

The idea of a building a loop around Baton Rouge to relieve traffic congestion on local interstates has been studied for years, but was recently revived by Mayor-President Kip Holden.

Holden isn't counting on federal or state dollars to make the project a reality, but instead is looking at a combination of tolls and partnerships with private developers.

In addition to establishing a proposed route, one of the most important tasks to be performed by the HNTB-ABMB consulting team is to come up with a financing plan for the project, which is estimated to cost between \$3.5 billion and \$4 billion.

In late February, the Metro Council unanimously gave the green light to spend up to \$2 million in surplus city-parish funds to hire a consultant to help plan building an interstate loop around Baton Rouge.

The loop project would include three main segments:

- A northern bypass from Interstate 10 near Walker that would tie into an revamped I-190 Mississippi River Bridge.
- An eastern loop from I-12 near Walker to I-10.
- A southern bypass from I-10 west to the Mississippi River.

The southern loop could include a new bridge over the Mississippi River, but that's to be determined in the upcoming implementation plan.

Plans call for Holden and the parish presidents from West Baton Rouge, Livingston and Ascension parishes to sit as the toll authority for the proposed loop.

Loop Executive Committee Discusses Adding an East Bypass to the Project

WAFB-TV

June 5, 2007 08:32 PM CDT

The plan to build a \$4 billion traffic loop around the Baton Rouge metro area is getting more and more interesting by the minute. Tuesday, talks of a third bypass segment came up during the city's first meeting of the so-called Loop Executive Committee. WAFB was there as a third piece fell into the puzzle for parish leaders. We already knew about the north bypass and south bypass, but now they're talking about an east bypass. Project engineers say they want to design a third segment that would connect Livingston and Ascension parishes. Engineers say an east bypass would give drivers the option of skipping the I-10/I-12 split altogether, but right now, they say they don't know where it would go or how it would fit into the plan.

It's traffic nightmares like the ones drivers experience on a daily basis that have brought a team of parish leaders together to turn what has been a vision for more than a decade into a project to alleviate chronic traffic congestion, a \$4 billion loop around Metro Baton Rouge. East Baton Rouge Parish CAO Walter Monsour says, "There are three segments - north bypass, south bypass and the east. When you connect them, there is a loop around the region of Baton Rouge Parish."

The north and south bypasses have already been drafted on paper, and updated plenty of times in the last 12 years. One includes a study done in 1998 on the northern portion of Baton Rouge. It will start at I-12 near Walker, go through Livingston, through Plank Road and over the Mississippi via a new bridge and eventually meet up with I-10 a few miles west of Port Allen.

The 2004 study on the south bypass shows the other half of the loop going from Walker, to the East Baton Rouge-Ascension parish line and across the Mississippi River via a new bridge and ending somewhere west of Port Allen. Now, the city is talking about moving it more south and adding an east bypass that would connect Ascension and Livingston parishes. Livingston Parish President Mike Grimmer says, "I have no problem tying with Ascension. We have a lot of people who go work there and vice versa. I just wanted to know east/west, what are you trying to do?"

Monsour says he just doesn't have the answer just yet. He says questions like that will be addressed in the \$2 million study done over the next 12 months. The loop is on a ten-year timeline, but project engineers say you could be driving the northern portion of it in the next four to five years. "We're already beginning to look at constraints, locations, and gathering a lot of data at this time."

The city plans to set up tolls that you would pay to travel on those new bypasses to help pay for the loop, which is expected to cost more than \$4 billion. Where will they put them? Well, that's another question city leaders say will be answered in this study.

Reporter: [Cheryl Mercedes, WAFB 9NEWS](#)

By SCOTT DYER

Advocate staff writer

Published: Jun 6, 2007 - Page: 1b

The initial leg of a new expressway loop around the Baton Rouge area could open in four to five years, and would probably follow the corridor from Walker north of Interstate 10 to the Mississippi River.

“We’re looking at eight to 10 years for the entire bypass loop. It’s very possible that in four to five years, we could be driving on one section of that, i.e. the north bypass,” Walter Monsour, the mayor’s chief administrative officer, told the newly created Loop Executive Committee on Tuesday.

The northern corridor was roughly identified by a 2004 study, and should be protected against development, in order to contain land acquisition costs, as soon as a new, ongoing study is finalized, HNTB Associate Vice President Bob Schmidt told the committee, which is composed of parish presidents of East Baton Rouge, West Baton Rouge, Livingston, Ascension and Iberville parishes.

Loop’s 1st leg: 4-5 years

Schmidt said HNTB and its partner on the loop project, ABMB Engineering, intend to glean as much information as possible from the southern bypass study that was done in the mid-1990s and the northern bypass study that was done in 2004. Both studies failed to generate any concrete routes, largely because of funding problems.

“We intend to breathe new life into both of those studies,” Schmidt told the Loop Committee.

Tentative plans call for the northern loop to cross the Mississippi over the U.S. 190 Bridge, which will be refurbished as part of the project.

HNTB and ABMB last month signed a \$2 million contract with East Baton Rouge Parish to develop a loop implementation plan, including the identification of possible routes and a plan to fund the project with tolls, public-private partnerships and other possible revenue sources.

“Typically on new-start toll roads around the country, you

cannot fund 100 percent of the costs with tolls alone,” Schmidt said.

Schmidt said the Louisiana Legislature recently recreated a Transportation Mobility Fund to help finance local toll projects, but the fund has no dedicated revenue source.

Schmidt said the entire loop will run 90 to 100 miles, and will likely cost from \$3 billion to \$4 billion.

The northern leg of the loop was identified in 2004 by engineering firm URS, which is involved as a subcontractor in the loop implementation plan contract.

While the northern loop corridor has been established, HNTB and ABMB are planning to update a mid-1990s study that focused on a “south bypass” that could serve as a southern leg of a loop.

Monsour said the southern corridor would likely run from I-10 south of Baton Rouge, across the Mississippi River via a proposed new bridge, and join I-10 on the other side of the river.

A third component of the loop would likely run from I-12 in Livingston Parish, through Ascension Parish to I-10 south of Baton Rouge.

The eastern loop would link Livingston and Ascension parishes, and work to reduce congestion in Baton Rouge, Schmidt said.

Even though any action will have to be approved by the Executive Loop Committee, Monsour said, the intent of the loop implementation contract is to let the engineers and technical experts determine the best route for a Baton Rouge loop.

“We are very desirous to take this project out of the political realm and put it into the technical realm, and let the chips fall where they may,” Monsour said.

Find this article at:

<http://www.2theadvocate.com/news/7856552.html?showAll=y&c=y>

Check the box to include the list of links referenced in the article.

First planning steps to Baton Rouge loop becoming reality

WAFB-TV

July 10, 2007 08:50 PM CDT

City officials say that loop around Baton Rouge is coming, and they have the first planning steps to prove it, and a new logo to go with it.

They're planning an 80-mile road to wrap around the city. Their goal is to relieve some of the heavy traffic that we know plagues our city.



They've come up with this new logo for the project, green, for going ahead with construction.

They say engineering, environmental, and financial challenges are slowing the process. So, Mayor Holden and other community leaders are coming together to map out solutions.

Mayor Kip Holden says, "Without your involvement in this process, then we will have a lot lacking in terms of community input."

Walter Monsour, chief operating officer, says, "You're not here as fluff. We were very deliberate in picking how we were going to do this, how structure community, structure implementation plan."

Leaders from across five parishes say the \$4 million they'll get from this year's budget is still not enough to fund this giant construction project.

They estimate it to cost about \$4 billion, and even with the money, they say construction will take until the year 2015.

By [SCOTT DYER](#)

Advocate staff writer

Published: Jul 11, 2007 - Page: 1A

If the Baton Rouge loop is to become a reality, it's "very important" to take steps now to protect potential corridors and interchanges from development, Mayor-President Kip Holden's right-hand man said Tuesday.

"As much concrete as we're going to be building among the five parishes over the next several years, how the land is developed in and around the exchanges of the loop is going to be very important," said Walter Monsour, the mayor's chief administrative officer.

Louisiana's congressional delegation is working to secure an additional \$500,000 for a comprehensive land-use plan in the five-parish Baton Rouge area, Monsour said.

Also Tuesday, area government officials met with two new committees — one charged with finding the best corridor for the proposed \$4 billion loop and the other to deal with people who might be affected by it, such as property owners.

Monsour's comments came during an inaugural meeting of the two committees. The panels were appointed to help map out a loop implementation plan over the next year along with consultants hired by Holden and the presidents of Iberville, West Baton Rouge, Livingston and Ascension parishes.

"It's incumbent on us to take control of that as soon as we can to assure that the quality of the developments in and around the loop are those that can be most functional and most advantageous to the loop," Monsour added.

The parish presidents will likely sit as a toll authority for the loop. The loop is intended to ease traffic congestion by taking motorists away from Interstates 10 and 12 in Baton Rouge.

Tentative plans call for the loop to connect with I-10 and I-12 and possibly the U.S. 190 Bridge. It is estimated to take 8 to 10 years to complete but Monsour said the idea has only been discussed — and not studied — for at least 40 years.

Plan to limit loop route development

“We’re going to look at how different routes will generate different income,” URS consultant Craig Gardner told the technical advisory committee Tuesday.

Among other things, the technical advisory panel will look at the best places to build bridges across the Amite River, the Mississippi River and the Intracoastal Canal. The panel consists of local, regional and state transportation and planning officials. The group will also study proposed developments that have been approved so they can be avoided as the 80-mile to 100-mile loop is established.

A second panel, the stakeholders committee, will help identify environmental, social and historical problems to avoid, Gardner said.

Rannah Gray, a public relations consultant assisting the effort, said the stakeholders committee will be responsible for reaching out to civic groups, community organizations, homeowners associations and property owners who have questions or concerns about the loop.

The consultants, headed by ABMB engineers and HNTB Corp., started work in May on a year-long loop implementation plan with \$2 million in surplus funds from East Baton Rouge city-parish government allocated by the Metro Council.

Monsour said the Legislature recently allocated \$4 million to keep the loop implementation plan funded next year. The project, he said, is poised to receive additional funding from the state’s Transportation Mobility Trust Fund, created to help implement toll-supported projects.

Find this article at:

<http://www.2theadvocate.com/news/8424452.html?showAll=y&c=y>

Check the box to include the list of links referenced in the article.

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Loop land 'boom' Road may also push economy

By **SCOTT DYER**

Advocate staff writer

Published: Jul 15, 2007 - Page: 1A

The way Mayor-President Kip Holden sees it, the proposed \$4 billion expressway loop around Baton Rouge could trigger a major land boom.

Although the driving force behind the proposed loop is to get traffic moving via an alternative to the interstate system, Holden predicted that the project could spawn major development along the loop corridor.

"We will watch the changing face of areas that were once rural, but will now become main economic centers because of the loop," Holden said.

The proposed loop would stretch from 80 to 100 miles around Louisiana's capital, and could open up thousands of acres of raw land to development.

Within a few years, tracts of land that are now barely accessible by road could wind up on or near a lucrative loop interchange.

Herb Gomez, executive vice president of the Greater Baton Rouge Association of Realtors, said property located in and around the loop interchanges could easily skyrocket to \$1 million per acre. That's the asking price of some of the land around the newly developed Juban Road interchange on Interstate 12 in Livingston Parish, he said.

"Let's put it this way: land not around the interstates in East Baton Rouge Parish that's zoned for office development is going for about \$10 per square foot, and that comes out to almost \$500,000 per acre," Gomez said.

While some landowners may be looking at a gold mine, Gomez said that in areas where the loop is elevated, the impact on land values could be nominal.

"When they built the raised portion of Interstate 110, it didn't do much to the land values under I-110," Gomez said.

Currently, a team of consultants is working under a \$2 million contract to find the most efficient corridor for the loop and recommend ways to finance it in addition to tolls.

In addition to opening new areas for development, the loop would provide much needed road infrastructure that is a necessity to keep the Baton Rouge area growing. Holden's chief administrative officer, Walter Monsour, said the key to mapping out a successful loop corridor is to rely on engineering rather than politics.

Monsour said the same approach was one of the keys to the success of the mayor's Green Light Plan after voters approved the bonding of a portion of the city-parish's half-cent sales tax to raise revenue to spend on roads and several key road projects.

"We set a model in the Green Light Plan by not pandering to any particular council district or area of this parish," Monsour said.

During a briefing last week, Monsour advised two committees to put politics aside in their efforts to help determine the best loop corridor.

“You need to make sure that your decisions are based on what is best for this region and what is best for the state of Louisiana, or it’s not going to work,” Monsour said.

One committee is composed of engineers, public works officials and planners from the five parishes who will offer technical expertise. The other committee is a panel of business and community leaders who will interact with homeowners, civic associations and others who could be directly affected by the loop.

Monsour said the five parish presidents who are coordinating the loop implementation plan are following a model that has been successful with other toll-supported mega-projects.

“There’s a good and a bad part about Louisiana being last. The bad part is that we’re last; the good part is that when we decide to do something, we can go take the best — because it’s already been done — and simply cut and paste,” Monsour said.

“We are not reinventing the wheel. We are simply following a proven model,” Monsour said.

Monsour said the five parishes — East Baton Rouge, West Baton Rouge, Livingston, Ascension and Iberville — are moving to secure \$500,000 in federal money to protect land in and around the loop interchanges from development.

Holden emphasized the need to move quickly to acquire the needed right of way for the loop in order to avoid speculation that may drive up costs.

Engineers are using a northern bypass study completed in 2004 that proposed a northern loop that would split off I-12 near Walker, run north and tie into a revamped U.S. 190 Mississippi River Bridge.

A second portion of the loop would connect I-12 near Walker to I-10 south of Baton Rouge.

The final portion of the loop would run from I-10 west across the Mississippi River.

Consultants say that new bridges would be needed across the Mississippi River south of Baton Rouge, the Gulf Intracoastal Waterway and the Amite River.

Loop 'doughnut' set Consultants slated to study various routes

By **SCOTT DYER**

Advocate staff writer

Published: Jul 20, 2007 - Page: 1A

Consultants released the boundaries of the proposed Baton Rouge loop Thursday that resembles a doughnut, stretching as far south as the Sunshine Bridge in Ascension Parish and as far north as the Baker-Zachary area.

ABMB Engineer Mike Bruce said the doughnut hole —which is not under consideration for the loop — includes the heavily developed area in Baton Rouge and Denham Springs in Livingston Parish.

Bruce said setting the boundaries is the first step to determine the best route for the \$4 billion loop, and includes 12 possible places to cross the Mississippi River that have tentative approval of the U.S. Coast Guard and the U.S. Army Corps of Engineers.

Only two are under consideration for the northern leg of the loop: the existing U.S. 190 Mississippi River Bridge, and another location west of Baker. Four possible crossings are between the existing the Interstate 10 bridge south to Addis in West Baton Rouge Parish. Six potential bridge sites are between Plaquemine in Iberville Parish and the Sunshine Bridge or La. 70 bridge.

The eastern boundary extends three to four miles past Walker on I-10, while the westward boundary is five to six miles past La. 415 in West Baton Rouge Parish, Bruce said.

"This is a working map, and it may well change as we get additional input," Bruce said. The next step will be to develop all possible routes within those boundaries, then to determine the best one.

"We're going to put them all on the table, and then figure out which ones are feasible," Bruce told the committee of five Baton Rouge area parish presidents who are overseeing the loop project.

The resulting map of possible routes will likely resemble a bowl of spaghetti, Bruce said. Engineers will examine each route for constraints, such as wetlands and existing development, he said.

"You wouldn't want to run the loop through Tiger Stadium, for obvious reasons," Bruce said.

Because the proposed loop will be financed with tolls, it's essential to choose routes and interchanges that will generate the most toll revenue and will offer the most relief from traffic congestion, Bruce said.

East Baton Rouge Mayor-President Kip Holden's chief administrative officer, Walter Monsour, said he's already receiving calls from people who want to know if their land is on a loop route.

"Our office just got a call from a landowners yesterday who said he had heard that his house is going to be right in the middle of the loop," he said.

Monsour emphasized that a number of possible routes are going to be studied within the boundaries.

Plans call for a Web site to be established in the next few weeks so the public can keep up with developments in the loop planning process, he said. The project could be finished in eight to 10 years, Monsour said, if all goes according to plan.

City unveils plans for Baton Rouge loop

New expressway to surround five-parish region

By staff reports

Posted: July 31, 2007

City officials announced plans to build a \$4 billion loop around Baton Rouge today.

The plan, which is slated to decrease traffic around the city, will create an additional expressway route wrapping around Baton Rouge in the next ten years.

"The citizens of this region want relief from traffic congestion," said Mayor-President Kip Holden.

A committee composed of the parish presidents of Ascension, Iberville, Livingston, West Baton Rouge and East Baton Rouge parishes released maps of the potential corridor Monday. Holden is the chair.

The committee is hosting a series of public meetings in different locations around the five-parish region to get feedback and hear from residents.

The committee comes to Baton Rouge on Sept. 10. They will meet at BREC's headquarters building at 6201 Florida Blvd. from 4 p.m. to 7 p.m.

For more information, visit the committee's Web site at brloop.com.

Contact The Daily Reveille's news staff at news@lsureveille.com

Proposals require study, public input

By [SCOTT DYER](#)

Advocate staff writer

Published: Aug 10, 2007 - Page: 1B

Consultants unveiled a map Thursday showing several possible corridors for the proposed \$4 billion Baton Rouge loop, stretching from the Sunshine Bridge (La. 70) to the south to a possible corridor between Baker and Zachary to the north.

At this point, engineers are studying the potential corridors — which range from 1,000 feet to 4,000 feet in width — to determine whether they will affect wetlands, state and federal lands, churches, schools and cemeteries, said consulting engineer Mike Bruce of ABMB Engineers.

“There’s not a corridor on this map that doesn’t have some kind of an impact. We’re going to try our best to minimize the impact, but we have to come up with routes that will relieve traffic congestion and make the loop viable,” Bruce told a loop committee.

As part of the planning process, the consultants must show state and federal agencies that they have looked at every possible route for the proposed toll-supported loop within the 11,000-square-mile “doughnut” identified around heavily populated areas of East Baton Rouge and Livingston parishes, Bruce said.

“This is the beginning of the process, not the end,” Bruce said, noting that the proposed corridors are likely to change over the next few weeks as engineers assess possible negative effects.

Walter Monsour, chief administrative officer for East Baton Rouge Mayor-President Kip Holden, said the key to a successful loop is relieving traffic.

“The more traffic you relieve, the more tolls will be generated,” he said.

Monsour said the extreme north and south routes may not prove feasible because motorists may not want to travel too far out of their way to pay the tolls and use the loop.

In all, the U.S. Coast Guard and the U.S. Army Corps of Engineers have identified 12 possible river crossings for the loop, including a possible revamp and expansion of the U.S. 190 Bridge over the Mississippi River between East Baton Rouge and West Baton Rouge parishes.

But Huey Dugas, planning director for the Capital Region Planning Commission and one of the coordinators of the loop project, said that expanding the U.S. 190 Bridge may not be feasible.

Dugas noted that the state recently let a contract to widen the Huey P. Long Bridge in New Orleans, but the contractor is running into such mammoth problems that he’s questioning the feasibility of the project.

“The U.S. 190 Bridge is a sister bridge to the Huey P. Long, and any efforts to widen it will likely run into similar problems,” Dugas said.

Dugas also noted that recent studies have shown that about 27 percent of the traffic on the Baton Rouge area interstates, Interstates 10 and 12, and major arterials, such as Florida Boulevard, are motorists who are passing through the area.

Rannah Gray, a consultant who is helping to coordinate the loop implement efforts, said plans call for a series of public hearings Sept. 10 through Sept. 13 to let local residents sound off on the potential corridors.

Locations and times are still being worked out, but plans call for hearings to be held in East Baton Rouge, Ascension and Livingston. A fourth hearing will be held on the west side of the Mississippi for West Baton Rouge and Iberville residents.

In addressing the loop stakeholders committee that is supposed to interface with the local communities and businesses, Monsour emphasized the need for all five area parishes to work together.

“Let’s leave politics at the door and let’s think about what’s best for the five-parish region — and should have been done 40 years ago,” he said.

Our Views: big concerns around a loop

The Advocate

Published: Aug 13, 2007 - Page: 4B

Mayor-President Kip Holden has banned a dirty five-letter word from the discussion of an interstate loop around Baton Rouge.

“This is not another study,” Holden told the City Club recently. “Let me repeat that: This is not another study.”

For Holden, a loop to relieve traffic congestion around the city is a no-brainer, “something that should have been done years ago.”

If not the five-letter word, somebody somehow is going to have to look at a great many loop issues that will require not just a look-see or a glance, and much more than just some pondering.

The loop idea is pushed by an executive committee of five area parish presidents with input from planners and technical committees. Where the loop goes is the obvious big question, who will pay for it is another huge one, and some planners even ask

a question that appears not to have occurred to Holden and others: What good would it do?

At a recent meeting of the loop’s executive committee, Holden’s top aide, Walter Monsour, said the loop effort must be combined with shrewd land-use planning to make growth work better for all the communities involved.

At a meeting of the Smart Growth Partnership, a group of planners and civic leaders convened by the Mayor’s Office and the nonprofit Center for Planning Excellence, the many issues of the loop concept raised serious concerns.

A slew of potential corridors for the loop are being developed by planners commissioned by the parish presidents, but the viability of a route involves more than just what it would plow under.

Tolls on the loop are inevitable, because few jurisdictions have the money to pay for major highway projects in traditional ways, planners said.

A loop farther out from today’s interstates might not produce the tolls to pay for the project, but move the route farther in and costs might increase too much, or congestion on the new loop might match that on the old highway. Compromise will be hard to find.

“Some locations will divert more local traffic” from Interstate 10/12 in the city,

planner Mike Bruce of ABMB Engineers told the partnership. “Some locations will divert through traffic.”

While smart-growth advocates are likely to worry about an outer loop, because that encourages sprawl instead of more concentrated development, there are bound to be some development effects related to building a loop, he said.

A loop, though, may be a price of progress.

The planners working for the committee noted that Austin, the Texas city often held up as an example for Baton Rouge, once fought highway projects. “Now, they can’t build roads fast enough,” said Ron Crum of URS, who is also working on the project.

“The reality is we are growing,” Bruce said.

Some on the smart-growth panel worried that the loop would throw a huge percentage of public resources toward a problem that mainly occurs on Interstate 10 during a few hours of the day. “I guarantee that anybody can get anywhere at 10 a.m. that they want to go,” architect Buddy Ragland wryly noted.

A poorly conceived loop might only produce “a million Siegen interchanges around our city” at very high cost, he said. “There’s more job to do” on congestion, he added.

Bruce agreed there are other traffic issues facing Baton Rouge, but that congestion on the interstates bleeds off the highway and overloads the city’s surface arteries. Connectivity of local streets is hard to get politically because subdivisions fight being part of the street grid, and mass transit hasn’t moved enough people to alleviate congestion.

Bruce said the planners and political leaders understand “the need to do it right.”

We hope so. A loop is not just a big project; it is a redirection of vast resources — estimates of \$3 billion and up. Sprawling development has long been a problem in the Baton Rouge area, and a loop has to avoid the mistakes of the past.

Somebody really needs to study this. Or something like that.

New web site to provide information on Baton Rouge loop project

WAFB-TV

August 20, 2007 12:42 PM CDT

The Baton Rouge loop project is pushing forward. Now, a brand new web site is joining into the mix to provide the public with more information about what's going on with the project.

Mayor Kip Holden says, "The key component in this implementation plan first and foremost was to develop an implementation plan."

The site is called BRLoop.com. Officials say it will be up and running sometime Monday afternoon. Once you're on the site, you can find potential loop locations, ask questions and give your own personal feedback.

Mayor Holden met with parish presidents and local lawmakers about keeping the public optimistic and including them in the developing plans.

Holden says the state is \$14 billion behind in road work, but is ahead of schedule with the loop implementation plan.

Loop Web site allows residents' input

By **SCOTT DYER**

Advocate staff writer

Published: Aug 21, 2007

Consultants hired to find a corridor for a Baton Rouge loop unveiled a Web site Monday aimed at keeping the public informed about the project.

The Web site, <http://www.BRLoop.com>, will allow residents to comment on the various corridors and possible river crossings, including the Mississippi River, under consideration for the proposed \$4 billion loop. It's expected to take 8 to 10 years to complete and reduce traffic congestion on Interstates 10 and 12 in the capital city.

Also Monday, the consultants announced a series of meetings next month to get comment from residents in the five-parish Baton Rouge area.

Here's the meeting schedule:

- East Baton Rouge Parish: 4 p.m. to 7 p.m., Monday, Sept. 10, East Baton Rouge Parish Recreation and Park Commission, 6201 Florida Blvd.
- Livingston Parish: 4 p.m. to 7 p.m., Tuesday, Sept. 11, North Park Recreation Center, 20272 Eden Church Road, Denham Springs.
- West Baton Rouge and Iberville parishes: 4 p.m. to 7 p.m., Wednesday, Sept. 12, Addis Community Center at 7828 La. 1 South.
- Ascension Parish: 4 p.m. to 7 p.m., Thursday, Sept. 13, Gonzales Civic Center, 219 S. Irma Blvd.

Earlier this year, the East Baton Rouge Metro Council agreed to pay consultants headed by ABMB Engineers and HNTB Corp. \$2 million in surplus parish funds to find the best loop corridor and recommend ways to fund it.

Consultants unveiled a map Aug. 9 showing several possible corridors for the proposed loop, stretching from the Sunshine Bridge (La. 70) in Ascension to the south to a possible corridor between Baker and Zachary to the north. The study areas stretches to the east almost to the town of Livingston, and to the west in West Baton Rouge on the other side of La. 415.

Those boundaries were unveiled July 19.

At this point, engineers are studying several potential corridors — ranging from 1,000 feet to 4,000 feet in width — to determine whether they will affect wetlands, state and federal lands, churches, schools and cemeteries, consulting engineer Mike Bruce of ABMB Engineers has said.

Security expert says U.S. needs to invest in crumbling infrastructure

By SCOTT DYER, Advocate staff writer

August 24, 2007 - Page 1B

The collapse of the Interstate 35W bridge in Minnesota should be a wake-up call for Americans about the nation's deteriorating infrastructure and the need to fund it, a national security expert told officials involved in planning a proposed Baton Rouge loop.

"America's infrastructure is falling down around our ears," retired U.S. Army Gen. Barry McCaffrey said Thursday.

"The country's changing, and if you want your grandchildren to have economic opportunity and not have to live in an unhealthy environment, we have to invest now and not later," he said.

McCaffrey is chairman of the board for HNTB Federal Services Corp., a subsidiary of HNTB hired by the East Baton Rouge city-parish government to help plan a loop for the five-parish Baton Rouge area by taking some motorists off Interstates 10 and 12 through the city.

The proposed \$4 billion loop is expected to take 8-10 years to complete and help with traffic flow in East Baton Rouge, West Baton Rouge, Ascension, Livingston and Iberville parishes.

He applauded the efforts to build the loop with tolls and private-partnerships, saying that innovative approaches are the key to fixing the infrastructure deficiencies not only here but across the United States.

McCaffrey said he's been traveling the nation, warning others about the need to invest in infrastructure for several years. He visited Minnesota in late June and spent an hour discussing the issue with Gov. Tim Pawlenty on his radio broadcast.

"This is a Republican governor who successfully pushed a single theme: no new taxes. Legislators couldn't override his veto, and we ended up with no investment again in American infrastructure," McCaffrey said.

Pawlenty recently vetoed a Minnesota Legislature-passed gasoline tax that would have provided funding to repair bridges like the one that collapsed over the Mississippi River in Minneapolis.

McCaffrey noted that the American Society of Civil Engineers recently gave the nation's infrastructure an overall grade of D- and estimated that it would cost \$1.6 trillion over the next five years to fix the problems.

McCaffrey also said that over the past 20 years, there's been a 40 percent drop in the number of undergraduate engineering degrees issued by U.S. colleges and universities.

"If you don't study algebra in the eighth- and ninth-grades, if you don't get through college calculus in the 11th grade, you ain't going to LSU to study engineering," McCaffrey said.

Around Ascension for September 7, 2007

BR Loop meeting scheduled

By **STEVEN WARD**

Advocate River parishes bureau

Published: Sep 7, 2007 - Page: 3B

Ascension Parish residents will have a chance to give input and ask questions about the proposed Baton Rouge Loop Project for the Greater Baton Rouge area.

The meeting for Ascension Parish residents will be held at 4 p.m. Thursday in the Gonzales Civic Center on South Irma Boulevard.

The executive committee for the project is headed by East Baton Rouge Parish Mayor-President Kip Holden, while the committee includes the presidents of Ascension, Iberville, Livingston and West Baton Rouge parishes.

Members of the group are working together on a 12-month project to develop the highway loop concept and move it to completion.

The public meetings in the parishes affected are being held to acquaint residents with the details of the project and the constraints that would have to be overcome in order for the loop to become a reality.

Some of those constraints involve wetlands, schools, churches, cemeteries and other land issues.

There is more information at <http://www.BRLoop.com>

Our Views: regional view vital to loop

Advocate Opinion page staff

Published: Sep 12, 2007 - Page: 6B

When one says “Baton Rouge,” what does one mean?

One could mean the old city limits of Baton Rouge, but since 1950 a city-parish form of government has eroded the importance of those lines. Perhaps the largest significance of that boundary in most peoples’ lives is that the Baton Rouge Police Department and the Baton Rouge Fire Department serve within the city limits. Other law enforcement and fire departments serve outside the city limits.

Baton Rouge also can mean the metropolitan area. With the rapid growth of Ascension and Livingston parishes in particular, the Baton Rouge area is clearly much more than East Baton Rouge Parish. For statistical purposes, the MSA — the metropolitan statistical area — is nine parishes.

Commonly, though, Baton Rouge is a “city” in a broad sense that transcends merely political boundaries.

When a new business looks at Baton Rouge as a potential location, its owners must be concerned about the political boundaries for tax or permit purposes, but the big questions are about the region: Who are the customers? Who are the workers?

If anything cries out for a regional approach, it is the transportation system, and that’s where we believe the planning effort for a Baton Rouge highway loop has begun on a constructive note, with close collaboration among five of the region’s parish presidents.

The mayors and parish presidents can see each other fairly regularly for various meetings and events, including the Metropolitan Planning Organization that, under federal law, coordinates transportation planning.

But the five parish presidents pulled together by Mayor-President Kip Holden for planning a Baton Rouge loop — those from West Baton Rouge, Ascension, Livingston and Iberville, along with Holden — probably have seen each other more often in the past three months than in the past three years.

Words such as “partnership” and “collaboration” flowed freely at a recent briefing for elected officials in the region. We think that’s constructive. The loop is a huge project, perhaps \$4 billion, involving creative financing such as toll roads. But it remains one component of a larger transportation system.

“This is truly a team effort,” Holden said. “We all know the traffic problems we have all struggled with in this region.” A project this big requires collaboration on a perhaps unprecedented scale. “We won’t get this done without working together,” Holden said.

He’s right.



Local mayor believes the loop could destroy her community

Sep 7, 2007 07:16 PM CDT

WAFB-TV (Baton Rouge, La.)

Baton Rouge planners want you, the public, to help plan where to put a new traffic loop around the metro area to ease traffic congestion. Local public officials were briefed at the state Capitol Friday on the project, but as [WAFB's Caroline Moses](#) reports, some small town officials are already concerned the new highway could destroy their hometown's charm.



Toni Guitrau is the mayor of French Settlement. She knows traffic is bumper-to-bumper, but she says she also knows the current plan to ease congestion, a loop around Baton Rouge, could spark another serious road block in French Settlement. Guitrau says, "I'm all for solving our traffic problems and this loop sounds like a great idea, until proposed to go right through village that's only a little over four square miles."

French Settlement is only about 200,000 square feet wide, so Guitrau says they need every inch. She says, "We're really concerned about this because it would basically destroy us." She says the plan, as is, would mean the end of her village as they know it, so she came to this meeting to get the route re-drawn and to make sure the mayor is looped-in to her ideas for change. Guitrau says, "We've been incorporated roughly 50 years, half a century. We have four historical buildings in our little village, a museum, town hall, our own government." So, her village is dependent on her to get the changes made.

Baton Rouge Mayor Kip Holden says nothing is paved in stone, yet. The plans are a work-in-progress. He says, "There are a myriad of routes laid out in regards to possible and areas in which the loop may be built, but any comment about it dividing a village or a place, really, right now is premature." He says the whole point of these public forums is to let people like Guitrau speak up and seek a new direction.

You can give your ideas about where the loop should go Monday at BREC headquarters on Florida Boulevard from 4 p.m. to 7 p.m. After that one, there will be three more meetings later next week.

Reporter: [Caroline Moses, WAFB](#)



Residents speak out on loop proposal

Sep 11, 2007 12:09 AM

WAFB-TV (Baton Rouge, La.)

Engineers working on the Baton Rouge loop are giving the public a chance to speak out on their ideas and opinions about where the loop should go. For the next couple days, you're invited to come out, take a look at potential plans, and ask questions. [WAFB's Tyana Williams](#) was at Monday night's meeting at BREC headquarters.



People have been stopping by BREC headquarters at 6201 Florida Boulevard since 4:00 in the afternoon and loop officials are taking that as a sign people are interested. The open house is to allow people to question the project engineers.

A few people say they came to find out more about what the loop will do. One couple came to make sure the property they own will not be affected by potential plans.

Another woman we spoke with came to get information and wound up telling engineers that potential plans were going to destroy an historical African American neighborhood.

All those people will fill out comment cards and the engineering team will take another look at where the loop will go.

The mayor wants to remind everyone that nothing has been given a green light, yet. Mayor Holden says, "That input will be brought back and then routes will be refined. Go back out for public comment and come up with a solution for the best route for the loop to proceed."

Reporter: [Tyana Williams, WAFB 9NEWS](#)



A crowd gathers around a projected map of the possible routes the Baton Rouge Loop could take. The loop will redirect traffic around Baton Rouge.

BR loop project opens for public input: Mayor-President chairs development

By Parker Wishik

9/11/07

Louisiana has taken the next step to bringing an interstate highway loop to Baton Rouge residents and the surrounding region.

Hard plans for the BR Loop project were opened to the public Monday night. Mayor-President Kip Holden and a host of engineers were among those present at the first public forum for the project.

Holden, who chairs the project's Executive Committee, said public input is crucial to the loop project because it affects many residents and businesses.

"This shows we're not doing this in a vacuum," Holden told The Daily Reveille. "As elected officials, we have to incorporate [residents'] thoughts and wishes into making the final design."

The first phase of the loop project, what officials call the "implementation plan," will draw public input regarding possible loop routes. The phase is slated to last one year.

Loop Project Manager Bob Schmidt said East Baton Rouge Parish will fund the implementation phase. The entire BR Loop project will cost between \$3 billion and \$4 billion, with an estimated completion by 2016.

"Beyond that, financing sources would be a combination including toll revenue, the transportation mobility fund, federal loans and bonds and perhaps other sources," Schmidt said. "That's part of what we're doing now is getting our handle about how the financing package can come together."

Schmidt said the project faces some obstacles but is still on schedule.

"The first and biggest constraint is where can we cross the Mississippi River," he said. "Beyond that, the constraints are developed areas where people live, work and play, wetlands and river systems."

Schmidt said finding potential high-traffic areas is also a priority.

"Traffic will generate revenue, and revenue is what will pay for the project," he said.

Some residents are concerned the development of more interstate highways will infringe upon their property. Charles Breedlobe and Fran Johnson live near Bayou Manchac and Hoo Shoo Too Road in

Ascension Parish, in the eastern portion of the proposed loop.

Breedlobe said he and his wife are worried about the loop's impact on their home and the historic area.

"We moved out there because of the environment," he said. "This changes all of the above."

Breedlobe said Hoo Shoo Too Road has been on the map since 1814.

"Progress is great," Johnson said. "But it's about what can never come back. Houses can be rebuilt, but history will be destroyed."

Holden is aware of views opposing the project.

"You have to be sensitive to what many people are saying," he said, "but on the other hand, with a project of this magnitude, there will be some people who will lose their houses and businesses."

Holden said displaced residents and businesses would be compensated for their losses.

"That's the nature of this beast called highways," he said. "We're going to try our best not to destroy neighborhoods and put people at such a disadvantage they cannot have a quality of life."

Contact Parker Wishik at pwishik@lsureville.com



Bart East, left, and Randy Ashley, neighbors on Hoo Shoo Too Road in southeast Baton Rouge, take a look at possible routes for a Baton Rouge Loop during a public hearing Monday. Additional public hearings will be held tonight in Denham Springs, Wednesday in Addis and Thursday in Gonzales.

EBR loop route criticized: southeast EBR road called too damaging

By [SCOTT DYER](#)

Advocate staff writer

Published: Sep 11, 2007

Residents of the Hoo Shoo Too Road area turned out in force Monday to oppose the possibility of the proposed Baton Rouge Loop coming through their southeast Baton Rouge neighborhood.

“We’re environmentalists. That’s why we live out there,” Michael Thibodeaux said.

Thibodeaux said the Hoo Shoo Too Road area is a haven for wildlife as well as an area of historical significance, with a cemetery that dates to the 1700s, another cemetery that dates to the 1800s and plantation homes.

Another Hoo Shoo Too resident, Bart East, said the area is one of the last parts of East Baton Rouge Parish to be developed. East said he fears that if a loop is built in that area, it will encourage development and ruin the rural atmosphere.

“The outside loop makes a lot more sense to me,” East said, referring to the proposed southernmost route that would cross the Mississippi River near Donaldsonville.

Joining the consultants and city-parish workers on hand to take public input about the loop Monday was Mayor-President Kip Holden, who said he doesn't believe Hoo Shoo Too Road is going to be disturbed by the loop.

"The only thing that I can tell the naysayers is not to be too negative about a plan that still isn't developed," Holden said.

The mayor said the purpose of the four public hearings being held this week is to let residents state their concerns, so the engineers designing the loop can take them into consideration.

"This is democracy in action. People care enough that they want to come out and voice their opinions," Holden said of Monday's meeting, which lasted a little more than three hours.

Mike Bruce of ABMB Engineers, one of the consultants hired to devise a loop implementation plan, said the loop will be funded by tolls, so it has to be in an area where it will attract plenty of traffic.

"The next step, after taking input from all these people, is to make traffic projections to see which corridors are feasible. If a route can't be supported by tolls, it will drop out," Bruce said.

Holden's top administrator said the proposed southernmost boundary of the loop — which crosses the Mississippi River at the Sunshine Bridge — isn't a realistic option.

"The outer boundary at 120 miles is not feasible. It's not going to generate tolls or relieve traffic," Chief Administrative Officer Walter Monsour said.

Monsour said the loop architects are required by the federal government to exhaust every alternative, including those that don't appear plausible.

Tonight, the loop hearing will shift to Livingston Parish, where residents can sound off about possible loop routes at North Park Recreation Center, 30372 Eden Church Road in Denham Springs, from 4 p.m. to 7 p.m.

On Wednesday, a public hearing will be held for West Baton Rouge and Iberville residents at the Addis Community Center, 7828 La. 1 South from 4 p.m. to 7 p.m.

A final public hearing, for Ascension Parish residents, will be held from 4 p.m. to 7 p.m. Thursday at the Gonzales Civic Center, at 219 S. Irma Blvd.

Bruce said the loop project is expected to cost from \$3 billion to \$4 billion, and will take about 10 years to build.



Advocate staff photo by STEVE KASHISHIAN

Cherry Talbert points with a piece of paper at a map of the proposed Baton Rouge Loop project. Talbert, of Ardaman & Associates Inc., an engineering firm, was conferring with Krista R. Goodin of HNTB Corp. during a public open house meeting on the project Tuesday at the North Park Recreation Center in Denham Springs.

Residents divided on loop

Livingston area meeting draws crowd

By [BOB ANDERSON](#)

Advocate Florida parishes bureau

Published: Sep 12, 2007 - Page: 1B

LIVINGSTON — More than 300 area residents peered at maps Tuesday night, mainly trying to determine where their homes sit among spaghetti-like corridors that comprise possible loops around Baton Rouge, Denham Springs, Walker and other municipalities.

“I don’t think it’s going to bother me,” said Ramsey Huffman of Walker. “I’ll be glad when they start the bulldozers.”

Others, who found their homes within the shaded lines, generally weren’t so eager to crank the engines. They expressed worries about having to move or having their property values lowered by a major road abutting their homes.

“It would be through the middle of my house,” said Emily Dawse, who lives north of Denham Springs.

“I’m for a loop because we need it to get rid of traffic congestion,” said David Bankston of Watson as he tried to ease his way through a crowd to the map showing proposed routes in Livingston Parish. “I’m just trying to get an idea of how it affects me.”

It won’t help the traffic congestion, because the congestion is caused by people trying to get into Baton Rouge in the morning and out in the afternoons, said Ben Babin of Port Vincent.

That’s evident from the time of day when the congestion occurs, he said, adding that in the middle of the day, there are no traffic problems on Interstate 10 or Interstate 12.

“The problem is not getting cars through Baton Rouge. It’s getting them to Baton Rouge,” Babin said.

Most traffic wouldn’t use the loop, he maintained.

Dalton Carpenter of Port Vincent agreed.

Improvements to the infrastructure in Baton Rouge and surrounding parishes would be a better expenditure of money, he said.

“I’m for improving traffic flow, but I’m not sure this is going to do it,” Carpenter said.

Generally, public officials from Livingston Parish were supportive of building a loop, though they differed some on routes.

Denham Springs Mayor Jimmy Durbin said he thinks a loop would improve traffic flow in Denham Springs and eventually would open up land farther from the city for economic development.

One of the interchanges would end up on La. 16 north of the city, he said.

A significant amount of truck traffic will take the loop, which will enhance the use of I-12 for commuters, Durbin said.

“I’m more than 200 percent for it,” Walker Mayor Travis Clark said.

“Come out and see our traffic in the morning” Clark said when asked why.

To be effective, the route can’t be the outside loop, because local people wouldn’t use it, Clark said.

“I think the loop is going to be the ultimate solution to the traffic problem,” said D. Derral Jones, mayor of Livingston. “Like everything else, the devil is in the details. Whose community are we going to screw up?”

French Settlement Mayor Toni Guitrau said she worries that her community could be one of those messed up by the loop.

She said she’s looking forward to a map that narrows the number of proposed routes and eliminates the one that would run through French Settlement.

“Any kind of progress like this is going to have a negative effect on some,” Rep. Dale Erdey said.

Nevertheless, such a highway is overdue, the Republican from Livingston said.

“We’re behind the eight ball with our traffic,” he said.

The growing number of accidents on I-12 have spotlighted the need, Erdey said.

“I think it’s worthy of exploration,” said J. Rogers Pope, the former Livingston Parish superintendent of schools who is running for the seat Erdey is vacating. “It’s going to come with heartburn.”

The parish has to have some relief on infrastructure and transportation issues, he said.

“I think it’s going to be great,” Livingston Parish Councilman Marshall Harris said. “It’s long overdue.”

“We’ll see economic growth in areas where the loop is built,” Harris said. “We have to start thinking like we live in Houston. Houston started out with a small loop and grew from there.”

Like Erdey, Harris said he prefers the outer loop “because it inconveniences fewer people.”

Gerald Burns, director of the Juban North Association, said his group is pushing for the more central route to the north and wants to see it linked to Juban Road by a spur.

The outer loop is too large,” Livingston Parish President Mike Grimmer said. “The middle loop would be better for the north” because area residents would be more likely to use it.

Grimmer said he thinks the northern loop will be built first, because the environmental issues to the south will be “a nightmare.”

The consultants who are planning the loop and seeking a way to finance the \$3 billion to \$4 billion project will hold a public meeting today from 4 p.m. to 7 p.m. at the Addis Community Center, 7828 La. 1 South.

Another meeting is scheduled from 4 p.m. to 7 p.m. Thursday at the Gonzales Civic Center at 219 S. Irma Blvd.

Three possible bypass routes trimmed

By [SCOTT DYER](#)

Advocate staff writer

Published: Dec 14, 2007 - Page: 1A

Engineers designing a possible \$4 billion Baton Rouge area loop eliminated three more potential southern routes Thursday, noting that the corridors ran too far south to attract toll-paying motorists.

All three of the eliminated routes crossed the Mississippi River south of White Castle, and didn't have the projected traffic counts needed to justify further analysis, according to Mike Bruce, managing principal of ABMB Engineers.

The southernmost route used the Sunshine Bridge to cross the river, but looped too far to the south to serve as a direct route for most commuters, Bruce said.

Last month, loop engineers eliminated possible routes running through Port Vincent and French Settlement in Livingston Parish because of adverse impacts on those communities. They also ditched several possible routes in Ascension Parish north and east of Gonzales because of heavy development in those areas.

Still under consideration are routes running through the Prairieville and Gonzales areas, along with three possible northern loop routes between Walker and West Baton Rouge Parish.

The good news, according to Bruce, is that projected traffic counts on the possible loop corridors have increased by 65 percent since Hurricane Katrina, according to computer models.

"That's an amazing statistic since the northern bypass was justified at the lower traffic counts in 2004," Bruce told a panel of five parish presidents involved in the loop project.

Traffic in the Baton Rouge area became a nightmare after hurricanes Katrina and Rita in 2005, and Bruce said that when complete, the loop will save driving times in the Baton Rouge area at a rate of more than 6 million hours per year.

At a rate of \$22 for most workers and \$75 for truck drivers, the amount of time wasted while sitting in traffic is estimated to cost \$150 million per year, Bruce said.

Mayor-President Kip Holden noted that at this point, project engineers actually are ahead of schedule in completing their yearlong task of finding a corridor and crunching toll numbers to see if the project will work.

The preliminary timetable calls for a 90- to -100-mile loop to be completed in 10 years, and Holden noted that at this point, he's received encouragement about the project from local residents as well as state and federal officials.

"There's a new spirit in Louisiana with regard to what we need to do with our infrastructure," Holden said.

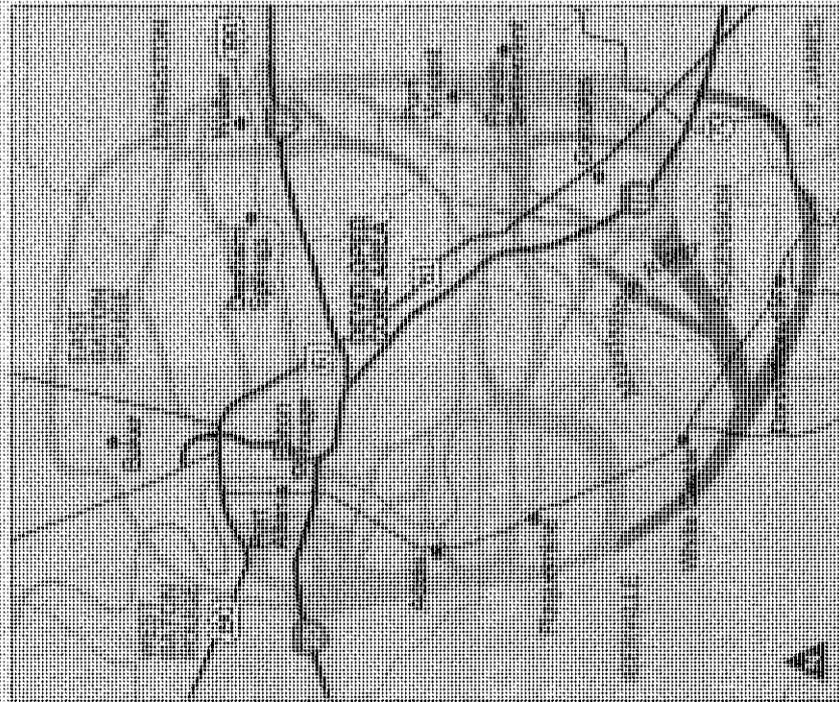
Holden's chief administrative officer, Walter Monsour, said plans call for the five parish presidents and supporting staff to take a trip to Texas early next year to get a first-hand look at mega-toll projects in Dallas and Austin.

"This is not going to be a boondoggle trip. We're going to look at what they've done with toll roads in those areas. And we also want to learn what they didn't do that they wished they had done," Monsour said.

Loop corridor proposals modified

As shown in the map, the route

with newly constructed routes (see previously eliminated routes)



Low projected traffic count eliminates 3 bypass routes

BY SCOTT BRUN

Engineers designing a possible 10-lane Baton Rouge area loop eliminated three more potential bypass routes. They are saying that the corridor was too far south to attract toll-paying motorists.

All three of the eliminated routes crossed the Mississippi River south of West Canal, and didn't have the projected traffic volume needed to justify further analysis, according to Mike Brock, managing principal of Alpha Engineers.

The southernmost route used the highway bridge to cross the river, but looped too far to the south to serve as a direct route for some corridors, Brock said.

Last month, loop engineers eliminated possible routes running through East Vincent and Front Settlement in Live Oaks Parish because of ad-

verse impacts on those corridors. They also ditched several possible routes in Assumption Parish north and east of Lake Charles because of heavy development in those areas.

Still under consideration are routes running through the Prairieville and Comaus areas, along with three possible north-south loop routes between Walker and West Baton Rouge Parishes.

The great news, according to Brock, is that projected traffic counts on the possible loop corridors have increased by 50 percent since Hurricane Katrina, according to computer models.

"That's an amazing statistic since the northern bypass was justified at the lower traffic counts in 2004," Brock said. A total of five parish presidents involved in the loop project.

Traffic in the Baton Rouge area became a nightmare after Hurricane Katrina and Rita in 2005, and Brock said that when

complete, the loop will have driving times in the Baton Rouge area of a rate of more than a million four's per year.

Around 100,000 cars will use the loop each day, and the amount of time required while sitting in traffic is estimated to cost \$150 million per year, Brock said.

Mayor-President Rip Hudson said that at this point, project engineers actually are ahead of schedule in completing their funding and finding a contractor and creating all the details in one of the project will work.

The preliminary proposals call for a 90- to 100-mile loop to be completed in 10 years, and Hudson noted that at this point, he's received encouragement about the project from local residents as well as state and federal officials.

"There's a new spirit in

ROUTES

Continued from page 1A

Louisiana with regard to what we need to do with our infrastructure," Hudson said.

Hudson's chief administrative officer, Walter Morgan, said Hudson had for the first time in 10 years and supporting staff to take a trip to Texas, early next year to get a first-hand look at completed projects in Dallas and Austin.

"That's not going to be a 10-day trip, we're going to look at what they've done with that route in those areas. And we also want to learn what they didn't do that they wished they had done," Hudson said.

Council adopts road contract

By Aaron E. Looney, *The Weekly Citizen* (January 23, 2008)

The Ascension Parish Council voted Thursday to accept a \$3 million road reconstruction contract to address construction projects on numerous parish roads.

Parish Public Works Director Bob Turner told the council that the contract with R.J. Daigle and Sons, Inc. covers projects on 16 parish roads.

The contract covers construction of the first of four parts in the parish's 2007 road project, Turner said. There will be two other contracts coming in the near future for additional projects, Turner said.

Turner also said that his department plans to spend approximately \$17 million on around 99 road projects in the coming year.

Turner also told the council that he needed permission to purchase a house and the property it sits upon for right-of-way purposes on the Joe Severio Road improvement project. The council added the matter as a two-thirds emergency item and later approved the purchase.

Also at the meeting, Parish President Tommy Martinez named members of his cabinet, retaining some administrators from the previous administration of former Parish President Ronnie Hughes.

During his report, Martinez said he would retain Turner as Public Works Director as well as Parish Treasurer/Chief Financial Officer Gwen LeBlanc and Parish Council Secretary Suzanne Patterson at their current positions. He also said he would retain Thomas "Moose" Pearce, but named Pearce as his Chief Operating Officer. Pearce served as Chief Executive Officer under former Parish President Ronnie Hughes.

Martinez also named Bill McCord as the parish's new human resources director.

At Martinez's request, the council also approved the hiring of Assistant 23rd Judicial District Attorney Lindsey Manda as a full-time, in-house attorney for parish government.

The parish will pay Manda an annual salary of \$77,200 for a four-year term, according to the employment contract. Manda would not handle trials for the parish, Martinez said, but that she would handle many day-to-day legal matters such as ordinances and would attend Parish Council meetings.

Martinez also said during his report that there will be another public hearing in Ascension Parish for the Baton Rouge Loop bypass project.

The hearing will take place Tuesday, Feb. 26 from 4 p.m. to 7 p.m. at the Gonzales Civic Center, located on South Irma Boulevard.

"This project is moving rather rapidly," Martinez said of the bypass, adding that progress is "six to nine months ahead of schedule."

In earlier meetings of the BR Loop Executive Committee, of which Martinez became a member when he took over as parish president, many proposed routes in Ascension Parish were eliminated from consideration. However, some routes remain in the northern areas of the parish.

In other matters, Bell also said that the council would hold its Finance Committee meeting prior to the first regular council meeting in February. The meeting will take place Feb. 7 at 6 p.m. at the Parish Courthouse in Donaldsonville.

The council did not hold a Finance Committee meeting in January because of the inauguration of the new council.

Gonzales WEEKLY Citizen

Print this story

Business, investments key to loop financing

Print Page

By Wade McIntyre, *The Weekly Citizen*

BATON ROUGE - Discussions and presentations centered around financing the proposed \$4 billion Baton Rouge Loop and determining its corridor and feeder arteries during a briefing update for elected officials Tuesday.

The meeting, held at the Old State Capitol, included reports from project engineering firms and elected officials promoting the project to relieve highway congestion in Ascension Parish and the Greater Baton Rouge area.

Bob Schmidt of HNTB engineering said new financing options have emerged for planners since an earlier move to build a loop around the capital city bogged down in the mid-1990's.

Public-private partnership legislation adopted in 2006 would allow investors to pay for much of the project and recover investments through tolls, Schmidt said.

These type partnerships are happening all over the country and in Europe, he said, because gas taxes alone cannot possibly provide enough money needed for roads as populations grow and highway construction costs increase.

"It can work here," Schmidt said.

Legislative funding such as Federal loans and bonds would provide gap funding for the loop, Schmidt said.

Schmidt said investment funding would come from area businesses and from foreign investors, and would apply only to new construction rather than existing roadways incorporated into the loop.

After debt is eventually serviced on the final project, Walter Monsour, CAO to East Baton Rouge Mayor/President Kip Holden, said an economic development stream could be realized as a by-product of the loop.

When completed, the loop is projected to save more than six million hours per year of lost time for drivers who would have been traveling the area without a loop.

In response to a question by Rep. Eddie Lambert of Gonzales, Monsour said when the loop is complete he expects motorists in Ascension Parish would more than likely take the toll portion of the loop into Baton Rouge rather than using Interstate 10.

Lambert said Ascension residents would be better served by diverting traffic off the Interstate, and developing major arterial roads such as Airline Highway and Nicholson Drive to accommodate that traffic rather than having a toll roadway.

Monsour replied that in order to generate enough money in tolls to help finance the project, more than just arterial diversion of traffic from the Interstate is required, and that local motorists trips on the toll road would be required to pay for the loop.

"There is a balance going on here," he said.

In comments to The Weekly Citizen after the session, Lambert again took strong exception to the engineering plan to divert Prairieville traffic to a toll road. He said half the money engineers are suggesting will be spent on the loop over the next 10 to 20 years could be used to renovate key arterial roads and highways that have existing right of ways and would solve many of the traffic problems.

Holden said prospects for the loop are stronger because all five parish presidents in the impacted parishes have come together in its support, and the city and state have put up a combined total of \$6 million for the preliminary study work.

"History repeats itself," said Ascension Parish President Tommy Martinez, referring to the failed first effort to build a loop. "This time we have a lot better chance."

He said engineers and officials will look at all the different proposed routes to make sure people end up with good access to the interstates.

When a route is selected, Martinez said, tough decisions will have to be made, with some people and areas being affected more than others.

"We don't want to blind side anyone," he said.

Martinez told the Weekly Citizen after the meeting he wants to look again at routes that would be less intrusive to Ascension Parish residents, including the recently eliminated southern loop over the Sunshine Bridge through Donaldsonville.

"The southern loop, if the airport (Louisiana Transportation Center) should come, would be beneficial," Martinez said. "This is the less intrusive route (for Ascension Parish) and would revitalize the west side of the river."

He said even though the southernmost route has been eliminated by engineers, there is still room for negotiation regarding that route.

The second round of public meetings on the loop project will be held at the end of January. The meeting in Ascension Parish will be held Feb. 26 at the Gonzales Civic Center. Other meetings are in East Baton Rouge Parish Feb. 25, Livingston Parish Feb. 27, West Baton Rouge Parish Feb. 28 and Iberville Parish March 3. All meetings are to be held from 4 to 7 p.m.

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Letter: Loop would destroy Alligator Bayou

Published: Feb 11, 2008 - Page: 4B (The Advocate)

The proposed Baton Rouge loop will destroy the Alligator Bayou and Bluff Swamp Wildlife reserve.

If you compare the map at <http://www.brloop.com> and the map at <http://www.alligatorbayou.com>, you can see that the northernmost route of the proposed BR loop will obliterate everything at Alligator Bayou, including the swamp tours, the 'gator pits, the pavilion and everything else.

This crown jewel of eco-tourism should not be destroyed. Every week, people from all over the world come to Alligator Bayou to learn about and cherish local environment and culture. It is one of the things that make the Baton Rouge area unique.

Paving over paradise does not make Baton Rouge unique and is not smart growth. As Baton Rouge grows into a big city, it's time to realize we have a unique opportunity and obligation to preserve this community's blessings, not destroy them.

Dale Clary
lawyer
Prairieville

Planners pare BR Loop routes

By [SCOTT DYER](#), Advocate staff writer

Feb 22, 2008 - Page: 1B

Engineering consultants on Thursday unveiled new plans for the proposed Baton Rouge Loop that eliminate several potential corridors, including a northern route between Baker and Zachary, and a southern route through Alligator Bayou in Ascension Parish.

Mike Bruce, principal partner of ABMB Engineers Inc., said the northernmost route between Zachary and Baker was eliminated because it would not do enough to relieve traffic congestion.

In addition, a proposed route through Central was modified to avoid subdivisions and the proposed town center after officials voiced concerns about negative impacts, he said.

Because of the size of Central, in the northeast corner of East Baton Rouge Parish, it's almost impossible to miss it completely, Bruce said.

The Central route, the most northern route under consideration, would leave Interstate 12 east of Walker and run along the Arnold Road area in Livingston Parish and cross the Amite River over a new bridge. The proposed route would run through Central, veer north of Baton Rouge Metro Airport, and then cross the Mississippi River over a new bridge several miles north of Southern University.

The only other northern loop route being considered would run from Walker north of Denham Springs across a new bridge over the Amite River, and down Florida Boulevard before running north of Airline Highway across a new bridge over the Mississippi River.

The latest plan also eliminates several southern loop routes, including one that had drawn protests from environmentalists because it would have run through Alligator Bayou near Prairieville, Bruce said.

However, there are still several possible routes that would run through the southern half of Spanish Lake in that same area, he said.

In addition to the Prairieville corridor, there's a southern route still under consideration that would run south of Gonzales and cross the Mississippi River north of St. Gabriel in Iberville Parish, Bruce said.

The latest loop map will be the subject of several public hearings, including the following:

- Monday: East Baton Rouge Parish Recreation and Park Commission headquarters, 6201 Florida Blvd.
- Tuesday: Gonzales Civic Center, 219 S. Irma Drive.
- Wednesday: North Park Recreation Center, 30372 Eden Church Road, Denham Springs.
- Thursday: Port Allen Community Center, 749 N. Jefferson Ave.
- Monday, March 3: Plaquemine Civic Center, 24700 J. Gerald Beret Blvd.

The loop, expected to cost about \$4 billion and take 8-10 years to complete, is intended to ease traffic congestion on Interstate 10 and I-12 through Louisiana's capital city.

All five of the hearings will run from 4 p.m. until 7 p.m. and will be open to anyone regardless of where they live, said Rannah Gray, who is coordinating the public hearings for the five Baton Rouge area parish presidents who sit on the Loop Executive Committee.

Four of the five parish presidents are scheduled to travel to Texas next month and meet with toll authority and state officials about their experiences with public-private partnerships and toll roads.

Hopefuls question feasibility of BR Loop

Sarah Chacko, The Advocate

February 22, 2008

PRAIRIEVILLE — Three Republican candidates for Congress questioned the feasibility of a proposed loop around Baton Rouge on Thursday, favoring other local transportation projects, while vying for the support of about 60 area residents lunching at Frank's Restaurant.

Laurinda Calongne, Woody Jenkins and Paul Sawyer, candidates for the congressional 6th District seat, said they wanted more information about where the loop will be and how it will help the area.

The three, all from Baton Rouge, were guests at a roundtable forum hosted by the Ascension Republican Women and Ascension GOP.

A fourth Republican candidate, Michael Cloonan of Slaughter, did not attend Thursday's event.

The contenders for the Democrat Party's nomination are Andy Kopplin, Jason Decuir and Michael Jackson, all from Baton Rouge; Don Cazayoux of New Roads; and Joe Delatte of Zachary.

The four GOP candidates will face off in a primary election March 8, in which only Republicans can vote. The candidates seek to replace veteran Republican U.S. Rep. Richard Baker, who retired from Congress. The party winner will move on to the general election in May.

The proposed loop is expected to cost \$4 billion, with money coming from private investors and the state and federal government.

"This is economic development, this is growth, but I also want to know about eminent domain and property rights," said Calongne, a consulting firm owner.

Jenkins, a newspaper owner and former state representative, said he would rather see government money used to solve most of the area's transportation needs.

He made a list of the infrastructure projects that he thinks are important to the area, including widening of highways La. 42 and La. 73, adding lanes to Airline Highway, and sewer and water improvements.

Sawyer, Baker's former chief-of-staff, said he supports the concept of the loop but does not think it needs to be a beltway around Baton Rouge. He said there is infrastructure that can be improved upon to make transportation around the area better.

The three candidates also said they wanted to see more information about the Louisiana Transportation Center, which is supposed to bring air, river and rail transportation systems together on a 25,000-acre site near Donaldsonville.

Sawyer said transportation would be his top priority if he makes it to Washington, D.C.

"For every dollar put into transportation, that translates into \$4 in the economy," Sawyer said.

Jenkins said his top priority would be helping other Republicans get elected to Congress.

“Everything the people in this room believe in depends on who controls the House in Washington,” Jenkins said.

Calongne said stopping illegal immigration, which has stressed the nation’s health-care and education systems, are the most important issue to her.

Sawyer and Jenkins engaged in a mini-debate about their support for Republican presidential candidate John McCain.

Sawyer said he will support the party’s candidate in the race but had a problem with McCain’s strong position against earmarking — federal funds designated by House and Senate members for specific projects.

“Even with a Republican in the White House, we still have to fight for everything,” Sawyer said.

Jenkins said he agrees with McCain’s position against earmarks, saying that money is taken away from projects by senior Democrats who add earmarks without public input.

Calongne did not mention McCain directly but said she was not going to speak ill of other Republicans.

She said speaking against others may affect needed partnerships with them in the future.

New map for loop to be presented Tuesday

*By Aaron E. Looney
The Weekly Citizen*

February 22, 2008

Ascension Parish residents will have the opportunity Tuesday to see newly drawn maps used to decide on the route of a proposed \$4 billion bypass loop around Baton Rouge.

BR Loop will hold its second public hearing in Ascension Parish on the project Tuesday from 4-7 p.m. at the Gonzales Civic Center, located on South Irma Boulevard.

When completed, the loop is projected to save more than six million hours per year of lost time for drivers who would have been traveling the area without a loop.

The new map was first presented to the BR Loop Executive Committee, composed of the parish presidents of the five affected parishes including Ascension Parish President Tommy Martinez, during a meeting Thursday in Baton Rouge.

During the committee's meeting last month in Baton Rouge, East Baton Rouge Parish Chief Administrative Officer Walter Monsour said in response to a question by state Rep. Eddie Lambert of Gonzales that when the loop is complete, he expects motorists in Ascension Parish would more than likely take the toll portion of the loop into Baton Rouge rather than using Interstate 10.

Lambert said he felt Ascension residents would be better served by diverting traffic off the interstate and developing major arterial roads such as Airline Highway and Nicholson Drive to accommodate that traffic, rather than having a toll roadway.

In comments to *The Weekly Citizen* after the meeting, Lambert took strong exception to the engineering plan to divert Prairieville traffic to a toll road. He said half the money engineers are suggesting will be spent on the loop over the next 10 to 20 years could be used to renovate key arterial roads and highways that have existing right of ways and would solve many of the traffic problems.

Martinez told *The Weekly Citizen* after the meeting he wants to revisit routes that would be less intrusive to Ascension Parish residents, including the recently eliminated southern loop over the Sunshine Bridge through Donaldsonville.

Martinez added that even though the southernmost route has been eliminated by engineers, there is still room for negotiation regarding that route.

Those who cannot attend the meeting can attend the meetings in the four other parishes affected by the project. For dates and times of the meetings, visit www.brloop.com.

All meetings will be held from 4 to 7 p.m.

Central residents object to part of proposed loop

By [SCOTT DYER](#), Advocate staff writer

Published: Feb 26, 2008 - Page: 1B

CENTRAL — City residents turned out Monday to register their opposition to having the northern leg of the proposed Baton Rouge loop run through their community.

"If you want a loop, you need to put it in the country, not in the city," said Adam Loup, pointing to one of the large maps on display at Monday's public hearing.

Loup said he would have preferred to see the loop follow the northernmost route that would have cut primarily through rural areas. However, loop engineers eliminated that corridor claiming it wouldn't generate enough tolls or do enough to relieve traffic congestion.

"If they would four-lane Hooper (Road), four-lane Wax (Road) and build a new bridge over the Amite (River), we wouldn't need a loop," Loup said.

Among those protesting the latest corridor through Central was Mayor Pro Tem Joe Greco, who said the proposed route runs within two blocks of his home.

"I hate to be negative on something like this, but when it runs that close to my backyard, it hits close to home," Greco said.

Mike Bruce, managing principal of ABMB Engineers which is helping to coordinate the loop planning effort, said the opposition to the loop in Central is not nearly as strong as it was before it was moved south to avoid much of existing development.

At this point, the only other corridor under consideration for a northern loop route is one that runs through Denham Springs, across a new bridge over the Amite River, down Florida Boulevard and then north along Airline Highway to a proposed new Mississippi River bridge.

Bruce said the proposal would involve building an elevated toll road in the median of Florida Boulevard and Airline Highway.

One of the problems with the Florida Boulevard option is that it's very close to Interstate 12, and building a loop there probably wouldn't attract as much outside traffic as the route through Central.

The \$4 billion loop would run an estimated 90 to 100 miles around Baton Rouge and could be completed within 10 years, Bruce said.

The latest round of hearings was set up to get public feedback so additional changes can be made, Bruce said.

Other hearings, which all run from 4 p.m. to 7 p.m., include:

- Today: Gonzales Civic Center, 219 S. Irma Drive.
- Wednesday: North Park Recreation Center, 30372 Eden Church Road, Denham Springs.
- Thursday: Port Allen Community Center, 749 N. Jefferson Ave.
- Monday, March 3: Plaquemine Civic Center, 24700 J. Gerald Beret Blvd.

Residents reject loop plans

By [JOHN MCMILLAN](#), Advocate River parishes bureau

Published: Feb 27, 2008 - Page: 1B



The Advocate/ADVOCATE STAFF PHOTO BY HEATHER MCCLELLAND

Ascension Parish resident Sherrie Wilks expresses her displeasure Tuesday with one of the possible Baton Rouge Loop corridors to HNTB Corp. engineer Adriane McRae during a public information session at the Gonzales Civic Center. Wilks said the route, which would run near her home, would have a tremendous impact on her son's current and future schools as well as two baseball fields.

GONZALES — Hundreds of Ascension Parish residents attended an information session on the proposed Baton Rouge Loop on Tuesday, and many of them recognized the need for improved traffic flow.

However, in many cases, they expressed the “not in my backyard” syndrome.

“I believe it needs to be built. I just hope the best route is not by my house,” said Darnell Martinez, a real estate agent who is a former parish councilman.

Martinez said it's easy to see that a new highway loop serving East Baton Rouge and adjacent parishes is needed. “Just get in your car,” he said, referring to traffic congestion.

John Lehmann, who lives on Belle Alliance in Prairieville, said “a loop that goes from I-10 to I-12 would take people from New Orleans to Hammond. They've already got a way to get to Hammond.

"I want to know if they are still planning to four-lane La. 42, or is it two different groups planning these things?" Lehmann asked.

Additionally, Lehmann said, his house is directly in the path of one proposed route. "It limits what I can do with my property," he said.

Becky Robert, who lives on La. 941 and is a paraprofessional at St. Amant Primary School, said she visited the map-lined meeting room "looking for answers." She said she wanted to know if the loop would go through her house and her school.

"One route would take out beautiful old oaks and my subdivision," said Richard Holden, who lives in Jefferson Crossing in Prairieville.

"I always thought a route down (La.) 30 was best," he said.

Parish Councilman Chris Loar said one proposed route would cause him to lose his home and his business.

"But overall, I support the concept and I want to see it become a reality. Traffic relief is our biggest need and I strongly support the loop," he said.

Frank Bonifay, who owns the Alligator Bayou tours, said a loop route through the Spanish Lake basin would not allow the preservation of Louisiana's special culture for future generations.

"The treasure of our state would be lost," Bonifay said. "Instead (of building a loop) we need to expand, widen existing roads."

Prairieville lawyer Albert Dale Clary said options other than "more pavement" need to be considered, such as smart growth.

The loop, he said, would be a "temporary solution that caused permanent damage."

After sampling opinions from those attending the function, parish Public Works Director Bob Turner summed up his feelings on Ascension residents' reactions to the loop proposal.

"A lot of people are looking at it for the impact it will have on their homes and that's understandable," Turner said. "They realize it is needed, but they don't want it at their house."

Students oppose placing bypass loop through Alligator Bayou area

By Aaron E. Looney, *The Weekly Citizen*

Published: Wednesday, February 27, 2008 10:47 AM CST



St. Amant High School seniors Micha Lessard, left, and Lesley Sekulich hold copies of letters written to Parish President Tommy Martinez and petitions opposing placement of the proposed bypass loop around Baton Rouge through Alligator Bayou in northern Ascension Parish. The letters and petitions are signed by fellow students, faculty, staff and parents. Lessard and Sekulich are members of the school's Environmental Club, one of many student clubs combining their efforts to push for consideration of another route for the loop. *Staff Photo by Aaron E. Looney*

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ST. AMANT - Students at St. Amant High School are hoping that their voices will make a difference not just in where a proposed \$4 billion bypass loop will be located, but where it will not be located.

The students are concerned that the proposed bypass around Baton Rouge will be built through Alligator Bayou in northern Ascension Parish and possibly destroy what they say is one of the last bastions of undeveloped nature in the area.

"We're not against the loop project itself," said senior Lesley Sekulich, 17. "We just don't want it to be put right through Alligator Bayou."

Sekulich is vice president of the school's Environmental Club, a group of around 25 students that works to help maintain the environmental conditions in the area.

At a meeting last week in Baton Rouge, members of the BR Loop Executive Committee - composed of the presidents of the five parishes affected by the project - voted to eliminate a proposed route that would have taken the roadway through Alligator Bayou.

However, Sekulich and her fellow club members want to make sure that the route does not come back into the picture.

The students were in attendance at Tuesday's public hearing on the project. at the Gonzales Civic Center on South Irma Boulevard. There, new maps on the project were presented for public scrutiny.

Patricia Aiken, the club sponsor and an art teacher at St. Amant High School, said that ideas on issues the club addresses come from the students themselves.

"These kids don't take any direction from me as to issues," she said. "They come to me with ideas and we work from there."

Aiken said that Lessard expressed concerns to her about the loop project after attending the previous public hearing held in Gonzales.

"She came to me on her own volition," Aiken said. "She said we had to do something to preserve Alligator Bayou."

Last October, Aiken took members of the school's Environmental Club, Science Club and Art Club on a field trip to Alligator Bayou, where they learned about the preservation of the ecosystem from conservationists Frank Bonifay and Jim Ragland, who own the land and operate Alligator Bayou Tours.

"They (Bonifay and Ragland) were really great to us," said Environmental Club President Micha Lessard, 18. "They sold everything they had to buy this area. Now, it's their whole lives."

"There are a lot of animals there who just can't move on if development comes into Alligator Bayou," Sekulich said. "That's their natural habitat. We need to ensure that they can live there."

Lessard added that she felt Alligator Bayou "is part of our culture" and needed to be preserved. She also said that she felt many people do not understand the importance of areas such as Alligator Bayou.

"Most other states don't have anything like this," she said.

Lessard also said that the club is also working on a display featuring photos from the

field trip that would be placed at the Ascension Parish Library's Gonzales branch in the near future.

Aiken said that after the trip, the students immediately began talks on what they could do to sway a decision against the loop coming through Alligator Bayou.

"On the way back, the students noticed that everywhere you look, there are new developments coming up in this parish," Aiken said. "Land is disappearing. We began talking about possible ideas that included writing the letters and getting signatures on a petition to consider removing that route from the plan."

Lessard said that with the help of the school's Do Something Club, the students began to write letters and obtain signatures on a petition, which also worked to educate some of her fellow students on the matter.

"Many of the other kids in the school didn't even know about the loop project," Lessard said. "When they saw the petition, they didn't know what we were talking about. I think this has helped to let a lot of the kids know what's going on with this project and how it affects them."

Sekulich said many students, as well as faculty and staff, have expressed their support for their cause. However, she said there has been some opposition.

"You have some who are going to disagree with us, and that's OK," she said. "But the majority seem to be with us."

"They found opposition, but they didn't let it throw them off course," Aiken said.

Lessard said she would also like to join forces with students in the Brusly area, which would also be affected by the route because it would run through the current Cinclair Plantation property.

In their letters, addressed to Parish President Tommy Martinez, the St. Amant students expressed their concerns with the route and why it should not be considered.

"This state's government claims that it wants to preserve the wetlands, but the destruction of Alligator Bayou sounds like it would take a step backwards," the letter reads.

The letter also cites a reference to the January 2008 edition of Science Daily, where the publication reported that every 38 minutes, one area of Louisiana's wetlands the size of a football field disappears.

"What will be left for our children and grandchildren if we stand aside and allow this wetland to be destroyed," the letter asks.

Aiken said the club intends to hand deliver the letters and petitions to Martinez either at tonight's meeting or to his office in Gonzales.

Martinez, who is a member of the committee, has said he wanted the Alligator Bayou route eliminated from consideration. He has also expressed interest in revisiting a previously eliminated route through the parish that could take the loop as far south as Donaldsonville.

Even though the proposed Alligator Bayou route was eliminated, other conservation experts have said that two routes still in consideration would affect nearby Spanish Lake.

Those who could not attend Tuesday's meeting may attend three other meetings in neighboring parishes:

€ Wednesday, Feb. 27 at the North Park Recreation Center, 30372 Eden Church Road, Denham Springs.

€ Thursday, Feb. 28 at the Port Allen Community Center, 749 N. Jefferson Ave., Port Allen.

€ Monday, March 3 at the Plaquemine Civic Center, 24700 J. Gerard Berret Blvd., Plaquemine.

Each of the meetings will be from 4 p.m. to 7 p.m.

More information on the project, including copies of the current maps, are available at www.brloop.com.

Letter: Central urged to oppose loop route

Published: Feb 27, 2008 - Page: 6B

The promoters of the Baton Rouge loop seem to be absolutely obsessed with cutting Central in half.

They conveniently avoid having their look-see meetings in the vicinity of the Central area for fear of huge crowds opposing their scheme.
Central Mayor Mac Watts has called it a Berlin Wall through Central.

I encourage ALL residents of Central to oppose having our community cut in half by people who are looking for the cheapest way to make a quick buck instead of an actual loop around Baton Rouge.

I encourage the civic leaders of Central to hold a rally opposing "The Wall" through Central. I am confident the community will support this. A large attendance by Central residents will draw attention.

Darryl Shuttleworth
assistant operator

Livingston residents divided on loop effects

By [BOB ANDERSON](#) , Advocate Florida parishes bureau

Published: Feb 28, 2008 - Page: 1B

DENHAM SPRINGS — Livingston Parish residents expressed strong, divergent opinions during a public meeting on the Baton Rouge Loop project Wednesday.



Some see the proposed project as a blessing in reducing traffic congestion and spurring economic growth. Others object to possible routes that could affect their homes or businesses.

The 90- to 100-mile loop, expected to cost about \$4 billion and take eight to 10 years to build, is being designed to ease traffic congestion on Interstates 10 and 12 through Baton Rouge and adjacent parishes, while opening potential new areas to economic and residential development.

"It's something we've been trying to get for years and years and years," said John Ware, executive director of the Livingston Parish Economic Development Council.

Not having a loop has put the area out of competition for a lot of economic opportunities, he said.

"I'm concerned we are losing the concept of a true loop designed to go around a major metropolitan area," said state Sen. Dale Erdey, R-Livingston. "It's not going around. It's going through."

The proposed routes that remain under consideration would affect thousands of people adversely, Erdey said.

A route that goes farther north would make more sense, because urban spread would reach it by the time the loop gets built, Erdey said.

"Why don't they back up a mile and make it a loop for the future?" asked Livingston Parish Councilman Jimmie McCoy, expressing a similar opinion.

For many of the 500 people who attended Wednesday night's session, the issue was much more personal.

John Kenneth Stafford, of Walker, said one of the routes of the loop would run through his home and the homes of his son, his brother and his parents who are in their 90s.

A slight change of the route would put it going through forest land instead, he said.

Mike Bruce of ABMB Engineers, one of the firms coordinating the planning, told Stafford to include that information in his written comments because the routes are not final.

To several people who expressed concern that the latest map shows their homes in the yellow swaths of one of the proposed routes, engineer Bob Schmidt of HNTB Corp. said they may not be affected even if the worrisome routes are chosen.

The colored lines are about a mile wide and the road right of way would be only about 400 feet wide, he said.

Once a basic route is chosen, engineers “will try to avoid displacement” of people, Schmidt said.

Stan Cain of Walker said he’s doubly concerned because routes shown on the latest map cover both his home and his grocery store.

Even if the final route doesn’t run right through his store, it could still have a great impact on his business by cutting it off from traffic flow, he said.

“I’d rather it take my store than cut off half of my shoppers,” he said.

Cain said he feels a loop is needed, but hopes it doesn’t adversely affect him.

French Settlement Mayor Toni Guitrau said she’s elated the latest map doesn’t show a route going through her area.

“It’s outside of French Settlement, so I’m happy,” Guitrau said.

Gerald Burns, spokesman for the Juban North Association, said the loop could be a good thing for the parish, particularly if it includes a spur that would connect with the proposed Juban Road Extension.

That route would provide a direct route to the northern part of the parish and open up 25 square miles for residential and commercial development, he said.

Burns turned in a comment in which his group supports the northern loop that roughly parallels Arnold Road in Livingston Parish.

“We feel that this route will be supported by both local people and people traveling through the Baton Rouge area,” he said.

That route would run through Central, north of Baton Rouge Metro Airport, and across the Mississippi River over a new bridge north of Southern University.

The other northern loop route would run from Walker north of Denham Springs across a new Amite River bridge, and down Florida Boulevard. It would then run north of Airline Highway across a new Mississippi River bridge.

The latest plan eliminates several southern routes, including one that would have run through Alligator Bayou near Prairieville.

Some of the possible southern routes still would cut through part of Spanish Lake.

Another southern route would run south of Gonzales and cross the Mississippi River north of St. Gabriel.

Residents pan loop paths

By Wade McIntyre, *The Weekly Citizen*

Published: Friday, February 29, 2008



Members of the public pour over one of many maps for the proposed \$4 billion bypass loop project around Baton Rouge during Tuesday's public meeting at the Gonzales Civic Center. Many proposed routes for the project take it through Ascension Parish and have met with opposition from parish residents. *Staff Photo by Aaron E. Looney*

Parish President Tommy Martinez said Tuesday he will ask engineers and the Baton Rouge Loop Executive Committee to put the eliminated southernmost route of the proposed \$4 billion Baton Rouge Loop back into consideration.

During another information meeting Tuesday at the Gonzales Civic Center that was attended by hundreds of area residents concerned about the affect of the loop on property values and quality of life, Martinez told *The Weekly Citizen* he planned to ask engineers "to put the Sunshine Bridge route back on the table."

The route over the bridge and though the southwest side of the parish would be less intrusive overall to Ascension Parish residents, while helping revitalize the west side of the river, according to Martinez.

The Sunshine Bridge corridor would traverse relatively unpopulated areas, crossing Interstate 10 below Sorrento and taking in part of St. James Parish. The route was eliminated because major traffic loads going to New Orleans and across the state would not generate enough toll revenue to make the route feasible, said Mike Bruce

of ABMB, one of the engineering firms hired to determine the final loop route.

"If we got a push to reevaluate the route, we would be happy to put it back into consideration," he said.

The Executive Committee in charge of loop project efforts is made up Martinez, President Mike Grimmer of Livingston Parish, President J. Mitchell Ourso, Jr. of Iberville Parish, President Riley "Pee Wee" Berthelot of West Baton Rouge Parish and Mayor/President Kip Holden of East Baton Rouge Parish.

Martinez said toll revenue would not be as big an issue when the 15 to 20 year construction build out time for the loop is factored in.

"Ascension is going to keep growing during that time," he said. "They (engineers) are not looking at it like that."

Ascension Parish Councilman Chris Loar said benefits of having a loop outweigh negative aspects of its construction, and that he supports building one. He said he did not want to see a Hwy. 42 loop corridor, one of the possible routes still on the drawing board as of Tuesday night.

At the committee's last meeting, engineers announced elimination of a controversial route through the Alligator Bayou area.

The freshman councilman said he supports Martinez's plan to bring back the Sunshine Bridge route.

"The southern part of the parish is where Prairieville was 10 years ago," he said. It makes sense to put the Ascension part of the loop there because when the project is finished in a decade or more, the area would be developed and could contribute more toll monies, he said.

Bob Turner, parish public works director, said bringing the loop through Ascension Parish would be beneficial, and pushing the route as far south as possible would be the best decision.

"Keeping it to the south could be more costly, but it would be the best thing in the long run," he said.

Turner said in other areas he has worked where loops projects were considered, bigger loops were generally thought to be better because more area and potential economic development could be included in the project.

"The southern route would have the least impact on people in Ascension Parish and could help to develop an area that needs a shot in the arm," he said.

During the three-hour information session Tuesday, concerned homeowners and landowners clustered around huge engineering charts showing the updated changes, and crowds of people began following Martinez as soon as he entered the building.

Sandra Edmonds, who lives in Jefferson Crossing less than a mile from Hwy. 42, waited patiently for a chance to chat briefly with Martinez and present him with information about the effect of the proposed Hwy. 42 corridor through Prairieville on her family.

"Property depreciation is a big concern because I am in a yellow zone outside the main corridor," she said. The 177 homes in Jefferson Crossing average costing over \$300,000 with the oldest home about less than six years old, she said.

The current Hwy. 42 corridor is a residential area that would be destroyed by the insertion of an interstate and service roads into the area, she said.

Perry Kirk, also a Jefferson Crossing resident, echoed her sentiments.

"We're opposed to the loop plan that follows Hwy. 42 because it would destroy an old growth community with historic old oak trees," he said.

The right-of-way into his subdivision is home to protected and registered trees, he said. Kirk also said building the Hwy. 42 loop would make the whole loop project too small from the south, and that a southernmost loop below Sorrento would be better.

Carolyn Carroll, owner of 12 acres and a home once owned by Robert Penn Warren, founder of the Southern Review and author of "All the King's Men," said her property also sits in the affected area.

"It's shocking to me," she said of the proposed Hwy. 42 corridor. "I thought they were going north with the loop."

The home has received National Register status and Carroll is working to have it registered as a national landmark. On the property are also six registered live oak trees with 19 more under the process of being registered, she said.

As she stood waiting to present her position before a local television camera, Carroll said, "Now, the only way to stop this thing is through publicity."

Jamie Harmon, who also lives in the Jefferson Oaks subdivision, said she was concerned that one of the possible routes would destroy her home and her

subdivision.

"This thing could take my house," she said.

Robert Palmisano, Harmon's neighbor, said he felt the loop was "viable," but that he did not think it should "displace existing development in a high-tax part of the parish."

"The homes in this neighborhood are not homestead exempt," he said. "I disagree with bringing the loop through our area and turning our subdivision into an interstate."

Cody Melancon, who lives at Hwy. 73 and White Road, said his property falls just outside the green area of the proposed corridor and would not be designated as purchasable at fair market value. If the Hwy. 42 corridor is chosen, his choices would be to live next to the loop or sell at less than what the property is worth, he said.

Live Oak Drive residents Bert and Caroline Daigle of Prairieville were also opposed to the Hwy. 42 loop option. Bert Daigle said converting Hwy. 42 to five lanes from Prairieville to Port Vincent would be the best plan and solve traffic problems in the area.

In the middle of the room, students from St. Amant High School gathered signatures on petitions and letters asking that the roadway not go through Alligator Bayou or Spanish Lake. They believe that putting the road through the wetlands would harm the current ecosystem and take away a valuable educational tool.

Patrice Aiken, sponsor for the school's Environmental Club, said Monday that her students had already obtained more than 350 signatures prior to the hearing. She also said she and her students planned to bring the petitions to Parish President Tommy Martinez so that he could present them to the BR Loop Executive Committee.

EDITOR'S NOTE: Editor Aaron E. Looney contributed to this report.

BR group to eye Texas loops: area officials seek to learn about methods

By [SCOTT DYER](#), Advocate staff writer

Published: Mar 3, 2008

Mayor-President Kip Holden and three neighboring parish presidents are slated to travel to Texas this week to get a firsthand look at how tolls and public-private partnerships can help to build the proposed \$4-billion Baton Rouge Loop.

The group plans to meet with state transportation officials and representatives from two Texas toll authorities to discuss their experiences in constructing limited-access turnpike and loop projects in Austin and Dallas. They also plan to discuss possible strategies for the 90-to-100-mile loop that would circle the greater Baton Rouge area through five parishes.

“We’ll learn the procedures that they went through in order to build a loop, and the procedures that they went through in terms of financing the loop, and they will tell us the problems that they incurred that we should avoid,” said Walter Monsour, chief administrative officer for Holden.

The loop, which is expected to take 8-10 years to complete, is intended to ease traffic congestion on Interstate 10 and Interstate 12 through Louisiana’s capital city.

The group plans to gather in Dallas on Thursday and meet with officials who built and operate the 32-mile Dallas North Tollway, the 30-mile President George Bush Turnpike, the Addison Airport Toll Tunnel, and the 7,425-foot-long Mountain Creek Lake Bridge.

During their visit to the North Texas Tollway Authority, the parish presidents who compose the Baton Rouge Loop Executive Committee will also get information about ongoing projects, and will tour a toll plaza to see some of the latest electronic toll-collection technology.

On Friday, the group plans to visit Austin and meet with officials from the Texas Department of Transportation and representatives from the five-year-old Central Texas Mobility Authority, which has several toll-road projects under construction.

Monsour said all elected and appointed officials will be expected to pay their expenses for the trip.

Besides Holden and Monsour, others scheduled to go on the trip include Livingston Parish President Mike Grimmer, Ascension Parish President Tommy Martinez and West Baton Rouge Parish President Riley “Pee Wee” Berthelot.

A public hearing for Iberville Parish residents on the latest proposed loop routes is scheduled today from 4 p.m. to 7 p.m. at the Plaquemine Civic Center, 24700 J. Gerald Beret Blvd. It is the last of five public hearings open to anyone, Rannah Gray, coordinator of the hearings for the Loop Executive Committee, has said.

Loop stirs protest in Prairieville: bypass plans worry residents

By [SONIA SMITH](#), Advocate staff writer

Published: Mar 3, 2008



Advocate photo by DENNY CULBERT

A yellow ribbon is tied around one of the three historic live oaks in the Jefferson Crossing subdivision in Prairieville that could be cut down if one proposed route of the Baton Rouge Loop near Jefferson Highway and La. 42 is approved. In the background, people congregate at an anti-loop meeting Sunday.

PRAIRIEVILLE — More than 100 residents in this Ascension Parish town rallied Sunday against a route of the proposed Baton Rouge Loop that would cut through their neighborhood.

One proposed route near Jefferson Highway and La. 42 would eliminate at least 50 houses in Jefferson Crossing subdivision and a former home of Robert Penn Warren, which is listed on the National Register of Historic Places.

Jefferson Crossing resident Ann Shaneyfelt said she mobilized a grass-roots campaign against the proposed route on Feb. 24, two days before the public hearing at the Gonzales Civic Center.

Before and during the Gonzales meeting, residents voiced concerns about the loop possibly being routed through Spanish Lake and Bluff Swamp and the environmental impact.

“We are not out of the woods just yet,” Shaneyfelt said Sunday. “We’re hearing through the grapevine that they want La. 42 so bad they still want to go through here.”

Shaneyfelt and other residents expressed concern about losing half of their neighborhood and the noise and traffic the proposed loop would bring to the area. “This is not smart growth,” she said. “Smart growth is about improving the quality of life.”

Carolyn Alonso, the owner of the property on which Warren’s former home sits, said he lived in the 100-year-old home off Jefferson Highway from 1941 to 1942, the last year he taught at LSU. The house sits on 12 acres of land dotted with broad live oaks and azalea bushes.

“In Washington and other places they value historic property. They build highways around historic property,” Alonso said.

The 90- to 100-mile loop is projected to take eight to 10 years to build at an estimated cost of \$4 billion with the aim of easing traffic congestion on Interstates 10 and 12 in Baton Rouge. A public hearing for Iberville Parish residents — and anyone who wants to attend — on the latest proposed routes is scheduled from 4 p.m. to 7 p.m. today at the Plaquemine Civic Center, 24700 J. Gerald Beret Blvd. Also, four of the five area parish presidents, including Ascension Parish President Tommy Martinez, are scheduled to visit Texas this week and discuss tolls and public-private partnerships.

Shaneyfelt urged attendees to write to local, state and federal representatives about the problems with the proposed Ascension routes.

Residents who could lose their homes expressed concern that their proximity to the loop would erode their property values and were loathe to see it built in their backyard.

Houses in the 5-year-old neighborhood run in the mid to upper 300s, Shaneyfelt said.

Joey Simoneaux, 40, was especially concerned about property values. She said she and her husband recently refinanced their house to open up a business and if property values plummet, they will owe more on their mortgage than what the property is worth.

Simoneaux had 50 signs printed up reading “Keep Prairieville Peaceful” for residents to post in their yards.

Two Republican Party candidates for Louisiana’s 6th Congressional District, Paul Sawyer and Woody Jenkins, both of Baton Rouge, also spoke at the rally.

Sawyer said he is a proponent of the loop, but he does not like the proposed route near La. 42, which has seen rapid growth recently.

“A real loop anticipates the growth, it is not put on top of the growth,” he said.

Instead of building a \$4 billion loop, Jenkins said, current infrastructure should be improved.

Jenkins suggested widening Airline Highway to six lanes into Baton Rouge, as well as widening La. 42 and La. 73.

Robert Junda, who left Mandeville after Hurricane Katrina to build a house in a retirement community off Jefferson Highway in Prairieville, seemed especially displeased.

“I thought I would live out the rest of my life here in peace and then this comes up,” he said. “I can’t see why they can’t go farther south.”

Letter: Loop opposition strong in Central

March 3, 2008 – The Advocate

I'm glad your staff writer accurately quoted several Central residents in their opposition. But I take exception to the comment by Mike Bruce, principal of ABMB Engineers coordinating the loop planning effort, who was reported as stating the opposition to the loop in Central is not nearly as strong as it was before it was moved south to avoid much of the existing development.

I don't know where Mr. Bruce was during Monday's session, but apparently he was nowhere near the northern segment board indicating the potential loop, where many Central residents' concerns, comments and discussions fell on the deaf ears of the ABMB staff.

When this schedule of community meetings was published, nothing was scheduled for the Central community as was done in the last round of community meetings.

I understand Central Mayor Mac Watts requested the proponents have another meeting in the Central area, but this was denied by the planners.

Did they get too much objection the last time? I know they were overwhelmed with the attendance, concerns and objections. Did they get the message that Central had more opposition than they could handle, and were they reluctant to return?

Personally, I don't think a north loop is the answer to Baton Rouge's traffic problems. There are already several considerations in planning and under way.

There are solutions to this; they just need to be considered and agreed upon. Don't leave us out of the loop planning.

But it's OK if you leave the loop out of Central.

Jim McCurry
retired engineer
Central

Bridge prospect excites Iberville

By [ROY PITCHFORD](#), Advocate Westside bureau

Published: Mar 4, 2008 - Page: 1B



PATRICK DENNIS/THE ADVOCATE

St. Gabriel Mayor George Grace, second from right, and White Castle resident John Desselles, right, discuss the impact of the proposed Baton Rouge Loop on their areas at a meeting Monday in Plaquemine.

PLAQUEMINE — White Castle residents Luke Babin and E.L. Gueho were among the early arrivals Monday for the Iberville Parish scoping hearing on the proposed Baton Rouge Loop, and were philosophical about the plans for a super highway.

“Everybody’s concerned about the traffic,” Babin said, “but no one wants something this big in their back yard.”

“It’s like what people used to say,” Gueho said. “Everybody wants good drainage, but nobody wants a ditch on their property.”

But then they said, almost in unison, “I’d love to have a bridge.”

Though portions of Iberville Parish run along the east and west banks of the Mississippi River, it does not have a bridge. People must either cross the river on a ferry or drive to Baton Rouge or Donaldsonville to get on a bridge.

As about 200 people participated in the three-hour, come-and-go session at the Plaquemine Civic Center, the prospect of Iberville Parish getting a bridge seemed to delight almost everyone.

“We need a bridge,” parish Assessor Jimmy Dupont said. “I hope I can see it in my lifetime. All the other parishes have a bridge. Why not Iberville?”

The proposed 90- to 100-mile loop is projected to take eight to 10 years to build at a estimated cost of \$4 billion with the aim of easing traffic congestion on Interstates 10 and 12 in Baton Rouge. Four of the five area parish presidents are scheduled to visit Texas this week and discuss tolls and public-private partnerships.

A few people at Monday's meeting voiced specific concerns — wanting the highway portion of the loop to be routed around subdivisions, keeping it away from environmentally sensitive areas, and making sure people who lose houses and land to loop construction are fairly compensated.

But over and over, they mentioned the possibility of a bridge.

Bobby Freeman, a former lieutenant governor and former state representative, said he thinks Iberville Parish is the logical place for a new bridge.

"Halfway between Interstate 10 and the Sunshine Bridge," he observed.

Freeman also saw wisdom in uniting the portions of the parish east and west of the Mississippi River.

He said St. Gabriel, on the east side, is growing rapidly in residential, industrial and commercial development. Freeman said that within a decade, St. Gabriel could be Iberville's largest city. He said it needs to be connected to the rest of the parish.

Ed Reeves, a member of the Parish Council, was wearing a shirt with the logo of the company for which he works, A. Wilbert's Sons. Wilbert's is one of the largest land owners in the region, and much of the proposed loop route would pass along property owned by the company.

Acknowledging that he has heard the old saying, "Wilbert's doesn't sell land; it buys land," Reeves said the company now looks to "best use" of its land.

If the loop does indeed pass through Iberville, and particularly if it sparks construction of a bridge, Reeves said, he thinks it can be an agent of growth.

Also among the early arrivals at the hearing was Bob Riley of St. Gabriel, and he had a "green" perspective on the plans. And he was also concerned about social justice.

Riley was concerned about the effects of construction of an elevated highway and bridge on wetlands, particularly in the Spanish Lake area.

Spanish Lake is between the East Iberville area and Ascension Parish.

And with new houses and businesses going up in St. Gabriel, Riley feared that adding the loop to the mix might result in the highway being routed through sections of East Iberville where many people live in poverty.

"Such people often don't know how to protect their rights," he said, "and they can't really afford to hire a lawyer."

Plaquemine lawyer John Wilbert III smiled as he heard people chatting about the possibility of Iberville getting its first bridge across the Mississippi.

"Iberville needs a bridge," he said. "It needs to be below Plaquemine."

Having expressed his desire for the loop in general and a bridge in particular, Wilbert added, "We have to be careful."

He expressed his concern for the area's wetlands, including Spanish Lake.

Babin and Gueho made the circuit of exhibits, but continued to talk about the proposals.

"This thing is a long way off," Babin said. "When are we talking about?"

Gueho walked over to a timeline on an easel, looked to the bottom of the chart and said "2016."

3 GOP hopefuls wary of loop

By [WILL SENTELL](#), Advocate Capitol News Bureau

Published: Mar 4, 2008 - Page: 1B

Three Republican candidates trying to succeed former U.S. Rep. Richard Baker downplayed the urgency Monday of building a \$4 billion loop around Baton Rouge.

Former state lawmaker Woody Jenkins said he is skeptical about the project.

"I see it as something way down the road," Jenkins said.

Paul Sawyer, former Baker chief of staff, said while he backs the idea of a loop, he believes it is 10, 12 or 15 years away from becoming reality and that other road projects deserve higher priority.

Baton Rouge businesswoman Laurinda Calongne said she is concerned about the rights of property owners worried about where loop routes might go.

"We need to do this, but do it the right way," Calongne said.

All three GOP contenders made their comments during a congressional 6th District forum sponsored by the Press Club of Baton Rouge.

The other Republican candidate, Michael Cloonan of Slaughter, was invited but did not appear, club officials said.

A top official involved in loop planning efforts later disputed some of the comments made during Monday's forum.

Republicans and Democrats hold party primaries Saturday as elections begin to determine who will succeed Republican Baker.

If no candidate wins the party primaries Saturday, the top two vote getters square off April 5 to determine the party contender who will advance to the general election May 3.

Mayor-President Kip Holden and leaders of four other area parishes are leading efforts to build a loop to ease traffic congestion on Interstate 10 and I-12, and spur economic development.

Backers hope that tolls will take care of at least half of the \$4 billion price tag. The other half, they say, will come from the state, public/private partnerships or other "innovative financing" methods.

Sawyer said Holden and other area parish presidents told Baker early in loop discussions that they did not think federal aid would be needed to build such a highway.

Sawyer said after the meeting that, in light of Louisiana's \$14 billion backlog of road and bridge needs and other issues, loop backers will probably need congressional aid to make it reality.

Mike Bruce, principal engineer for ABMB Engineers, one of the lead design firms, attended the forum and said afterward that organizers have planned to build a loop without federal dollars.

However, Bruce said that backers have not ruled out that possibility.

Bruce also said toll revenue will provide at least 50 percent of the costs, and possibly 75 percent. He said projects to improve I-10 and I-12 will be needed even with construction of a loop.

Jenkins distributed three pages of road projects that he said need attention, including the widening of I-10 from Perkins Road to the I-10/12 split and I-12 from O'Neal to Walker. The loop is not mentioned.

Jenkins said the district needs to put its focus on projects like I-10 and I-12 "and then we can think about a loop."

He also said after the meeting that he has not seen feasibility studies that spell out what traffic problems will be solved if a loop is built.

All three GOP candidates also:

Said they oppose setting timetables for the withdrawal of U. S. troops from Iraq.

Declined to put caps on how long they would remain in Congress if elected.

Said they backed former Gov. Edwin Edwards over white supremacist David Duke in their 1991 contest for governor.

Letter: Loop wanted, but not close to home

Published: Mar 4, 2008 - Page: 6B

For as long as I can remember, the discussion of a loop has been going on.

People continually have been arguing that a city of Baton Rouge's size should have begun the process of building a loop years before. Always at the top of the list of complaints was our elected officials being inept, crooked, not having enough vision for our future etc.

Now we have discussions, town meetings and the like, and all I hear from everyone is, "Don't put the loop in my yard; put it in John Doe's yard."

As Mayor Pro Tem Joe Greco said, "I hate to be negative on something like this, but when it runs close to my backyard, it hits close to home." Or another resident's comment to "put it in the country."

If it is put too far out it won't really help much, nor will it generate enough tolls to help pay for it. Did anyone really think a loop would not displace anyone?

True to past performances, it will probably turn into another ugly political debate and another few million dollars will have been wasted, and I will grow considerably older listening to people complain about our politicians not doing enough to get us a loop!

Terran Shelton
self-employed
Walker

Delegation visits toll sites in Texas

By [SCOTT DYER](#), Advocate staff writer

Published: Mar 7, 2008 - Page: 1A



The Advocate/ADVOCATE PHOTO BY JASON JANIK

West Baton Rouge Parish President Riley 'Pee Wee' Berthelot, left, reviews some paperwork from the North Texas Tollway Authority on Thursday as East Baton Rouge Parish Mayor-President Kip Holden discusses authority procedures with Robbie Jacobson, who manages customer service for the authority, at the authority's headquarters in Plano, Texas.

DALLAS — Officials from this area's toll authority said Thursday they were surprised to hear the proposed Baton Rouge loop is running into resistance from people who own land under consideration for the proposed \$4-billion expressway.

Rick Herrington, deputy director of the North Texas Tollway Authority, told a contingent of Baton Rouge-area officials that most of the rights of way for his agency's toll roads were donated by cities and counties because of the economic development benefits.

A recent study showed some \$28 billion worth of development has been built within a mile of the authority's 62 miles of toll roads, generating an estimated \$560 million in property taxes each year.

Herrington said that in most cases, if a local government donates a right of way for a toll road, the authority will build frontage roads alongside the toll expressway to help stimulate commercial development.

As a result, much of the frontage roads along the authority's Dallas North Tollway are so loaded with stores and restaurants that they have evolved into a sort of linear mall.

Some areas along the tollway have no frontage roads because of surrounding residential development; in those areas, sound barriers were installed.

Mayor-President Kip Holden said the main objective of the proposed Baton Rouge Loop is to relieve traffic congestion. But Holden said he's excited about the prospect of resulting economic development that could expand the property tax base of not only cities and parishes in the Baton Rouge area, but also school systems and other taxing authorities.

Herrington also had another piece of advice for the Baton Rouge contingent: avoid accepting cash at toll booths.

The North Texas Tollway Authority is going to a system that will eliminate cash tolls by 2010 in favor of electronic toll tags that can be read at speeds of 60 miles an hour or higher.

Motorists who use the electronic toll tags pay a standard toll, while those who pay cash pay a 25 percent premium to help offset the costs of toll attendants and related collection costs.

Standard tolls for the Dallas system average about 10 cents per mile.

The toll tags can also be used to pay parking costs at the Dallas-Fort Worth Airport, as well as other venues that charge for parking, Herrington said.

The authority's electronic toll tag system is backed up by a sophisticated camera system that takes pictures of license plates of scofflaws who don't pay the tolls.

Owners of offending vehicles receive a ticket in the mail for the amount of the toll, plus a \$25 administrative fee for each offense.

Barry Weems, the authority's roadway systems manager, who gave the Baton Rouge group a tour of a toll plaza, said the \$25 administrative fee is waived if the offender agrees to establish a toll tag account.

Weems said an added benefit of eliminating cash tolls is that the electronic toll tag system keeps traffic flowing.

Weems noted the system is very sophisticated and can track traffic moving at high speeds.

"We once captured a motorcycle going through the plaza at 120 miles per hour," he said.

The authority also has more than 900 cameras posted on its toll roads to allow a special unit of 911 dispatchers to monitor accidents and other incidents.

Emergency calls made about the toll roads are automatically transferred to the traffic command system.

The Baton Rouge group travels to Austin today to meet with Texas transportation officials and to get a look at a fledging toll authority established in 2003 that recently opened its first toll road. The North Texas Tollway Authority project, by contrast, dates to the 1960s.

Inside Report for March 7, 2008

If Iberville wants bridge, get moving

By [ROY PITCHFORD](#), Advocate Westside bureau

Published: Mar 7, 2008 - Page: 7B

Several years ago, the governmental leaders of Rapides Parish shocked the Louisiana Department of Transportation and Development.

By a 1-vote margin, the regional Metropolitan Planning Organization rejected an already-funded, \$15 million proposal to rebuild and reroute the antiquated intersection known as the South Traffic Circle in Alexandria.

Business owners in the nearby Alexandria Mall showed up at the planning organization's hearings, claiming that such a plan would hurt their stores.

Highway officials explained turning down the plan wouldn't lead to the parish getting \$15 million to spend on other road projects. They said the money could be quickly spent on needed projects elsewhere.

The money did go elsewhere, and Alexandria still has the traffic circle.

Many places along the Mississippi River would love to have highway planners propose a river-spanning bridge in their area. Hundreds of people in West Baton Rouge Parish are saying they don't want another one.

The proposed bridge, becoming known as the Cinclare bridge because of its proximity to a historic sugar mill of that name, would be part of the planned Baton Rouge Loop, a 90- to 100-mile route serving Baton Rouge and surrounding parishes that would cost \$4 billion or more to build.

The loop project is nowhere near the planned and funded status that Alexandria's erstwhile traffic circle project achieved before it was shot down.

Members of a vocal group in West Baton Rouge Parish are telling their parish officials, and regional planners, they don't want a bridge near their homes, their schools or their historic sugar mill.

To some degree it might be the NIMBY syndrome in play. NIMBY is the acronym for "Not in My Back Yard."

It comes into play when such things as airports, oil refineries and power plants are proposed.

What makes the Cinclare protests more interesting is many of the protesters have an alternate proposal. They say move the bridge site downriver to Iberville Parish.

Iberville Parish doesn't have a Mississippi River bridge, yet there are portions of the parish on both sides of the Mississippi River.

There are ferries. While tourists often find a ferry charming, charm can fade quickly when one has to make a ferry trip to cross the big river several times a week.

One can cross the river on a bridge in a heavy fog, but a ferry captain isn't going to risk such a voyage.

Locating a bridge site is a long process.

The U.S. Coast Guard will kill some site proposals because of navigation issues. The U.S. Army Corps of Engineers or the federal Environmental Protection Agency will dash other ideas because of environmental concerns.

Then there will be folks such as members of the Antonio Homeowners Association of Brusly buying signs and newspaper advertisements to express opposition to a third Mississippi River bridge for West Baton Rouge Parish.

The situation in Iberville Parish has been talked about often. People have joked about swapping the east bank of Iberville for the west bank of Ascension.

Given the explosion of homes and businesses on Iberville's eastern side, and the industrial development in the western half of the parish, a bridge probably would be a great thing for the Iberville economy.

No one has chosen final bridge sites for the Baton Rouge loop project, though eight of 13 proposals have been eliminated. Any bridge is years away, but people in Iberville Parish, aware of where the winds might blow, could do well to start organizing.

Roy Pitchford is chief of the Westside bureau.

Letter: Proposals for loop are infuriating

Published: Mar 7, 2008 - Page: 6B

I was born in Plaquemine, and even though my family moved to Baton Rouge when I started school, I CHOSE to return to West Baton Rouge Parish because I liked the small town feel, yet was close enough to Baton Rouge.

The proposed loop plans are infuriating. It seems pointless to put the loop anywhere closer to the new (Interstate 10) bridge than south of Plaquemine.

Our small area has seen huge amounts of growth in the past 10 years, and another bridge and interstate style road will kill that. The new subdivisions will empty, property values will plummet, and it will just be a slight diversion in the traffic.

Look at Atlanta, look at the 410 loop in Texas, look at the loop around D.C. They all go around the edges of the city and the suburbs.

If the loop comes to the Brusly/Addis/Port Allen area, thousands of families will be affected; one of the best school systems in the state will be affected (take away the tax base, and who pays for the schools, huh?).

Please, my fellow citizens of the area, don't allow this to happen. Not just because I don't want to have to move, but because you don't want to see a vibrant, fast-growing, peaceful, and profitable area cut off at the knees.

Jamye Normand
technical services
Addis

Toll road saves time: bypass cuts commutes, saves money in Austin

By [SCOTT DYER](#), Advocate staff writer

Published: Mar 8, 2008 - Page: 1B



The Advocate/ADVOCATE PHOTO BY JASON JANIK

Mayor Kip Holden discusses North Texas Tollway Authority rates and procedures during a meeting at the authority's Plano, Texas, headquarters on Thursday.

AUSTIN — Before this city's bypass opened in late 2006, a trip from Georgetown north of Austin to the airport took about two hours during rush hour.

Motorists who take Austin's new toll-supported bypass can make the same trip in 22 minutes, according to HNTB Vice President Richard Ridings.

"It's the most congested stretch of I-35 in the country," Ridings told a contingent led by Baton Rouge officials who are looking to build a toll-supported loop.

Ridings said the bypass became a reality after a growing number of motorists and businesses realized traffic congestion on I-35 was costing them time and money, and compromising their quality of life.

Even a worker who earns \$10 per hour can make money by paying the 17 cents per mile toll in order to avoid sitting an hour or two in traffic on the interstate, Riding said.

Tim Weight, the engineer who oversaw construction of the bypass, said the problem hit home when the Austin area's premier employer, Dell Computers, opted to move a planned expansion of its headquarters to Nashville because of the Austin area traffic congestion.

"The traffic was so bad that Dell couldn't get on-time deliveries in and out of Austin," Weight said.

Before the bypass opened, the eight-mile trip from Dell headquarters in Round Rock to neighboring Cedarpark used to take about 45 minutes. With the bypass, the same trip takes about eight minutes, Weight said.

Weight said the new bypass is particularly popular with Dell's 13,000 employees, whom he jokingly called "Dell-ionaires."

In addition to providing motorists with a quicker, toll-supported option, the bypass has caused property values to soar.

Ridings said that back in the 1980s, an acre of undeveloped land near one of the bypass's main interchanges was selling for about \$1,200 per acre.

"Now, if you can get that same property for \$500,000 per acre, you buy it without a glance," Riding said during a tour of the bypass Friday.

Similarly, houses that used to sell for \$1,500 along the North Dallas Tollway are now worth \$500,000, Riding said.

After touring the bypass, the Baton Rouge contingent — which included Mayor-President Kip Holden, Livingston Parish President Mike Grimmer, Ascension Parish President Tommy Martinez and West Baton Rouge Parish President Riley "Pee Wee" Berthelot — met with Texas Department of Transportation officials for a briefing about how private partnerships can fill the gap between toll revenue and the cost of building, maintaining and operating toll roads.

John Munoz, deputy director of the Texas DOT finance division, said state officials were facing a \$500 million shortfall on a proposed 40-mile toll road between Austin and San Antonio when they decided to solicit proposals for a private partnership.

The top proposal not only offered to construct the \$1.2 billion project, but to pay the Texas DOT a \$25 million concession fee and to share revenue over the 50-year duration of the contract.

Mike Krusse, the Texas House member who authored legislation authorizing private partnerships for toll road projects, cautioned the Baton Rouge contingent to proceed with caution when negotiating the partnerships.

"The private sector are the smartest guys in the room," Krusse said.

"You need someone to protect you or they will do what they do best — and that's make money off you," Krusse said.

Krusse suggested that the Baton Rouge loop officials hire the best attorneys and experts that they can find to help protect the public's interests while negotiating a private partnership.

Letter: Who is going to benefit from loop?

Advocate – March 10, 2008

For years we have heard that Baton Rouge needs a loop. Now that the finalization of a plan has drawn near, one has to wonder who this is going to benefit.

The routings now being considered look as though they were either formed by a cow or a politician.

In the past a person would follow the cow trail as it was the easiest path to navigate in the horse buggy. As paved roads came about, they just followed the already-established trails. Made sense then, but now?

What happened to the talk of adding a second level to the interstate system already in place? This was discussed years ago, then sort of disappeared. No money for certain well-connected people, I guess, since the right-of-way is already established.

What would make more sense is upgrading of established roadways that remain free of tolls.

The routing of the loop now only makes sense to people who want to profit. Not for those who need traffic relief.

Rick Bailey

airline customer service

Walker

Walker: Move BR loop: board passes resolution against planned toll route

By [DEBRA LEMOINE](#), Advocate Florida parishes bureau

Published: Mar 11, 2008 - Page: 4B



The Advocate/ADVOCATE STAFF PHOTO BY RICHARD ALAN HANNON

Janice Lansing, center, her husband, Steve, and Rob Hoffpaur, far right, lean in Monday to listen to others discuss the proposed Baton Rouge Loop during a meeting of the Walker Board of Aldermen. The Lansings and Hoffpaur have property in the potential loop corridor.

WALKER — The Board of Aldermen unanimously passed a resolution Monday night asking planners of the proposed Baton Rouge Loop to not place the toll route through the town limits.

The resolution came as more than 70 residents attended a meeting where mostly town residents expressed concerns for an hour about the proposed route for the loop.

They handed the Board of Aldermen two separate petitions with at least 100 signatures per effort.

Many told the board the Feb. 27 loop meeting in Denham Springs — one of five meetings held recently in the affected parishes — failed to address any of their concerns and they wanted a Walker meeting to do so.

According to the latest maps, the loop could bisect eastern Walker at La. 449, residents said.

The Central route, the most northern route under consideration, would leave Interstate 12 east of Walker and run along the Arnold Road area in Livingston Parish and cross the Amite River over a new bridge, planners have said.

The 90- to 100-mile loop, expected to cost \$4 billion and take eight to 10 years to build, is being designed to ease traffic congestion on I-10 and I-12 through Baton Rouge and adjacent parishes, while opening potential new areas to economic and residential development.

For the most part, residents addressing town officials Monday said they simply do not want to lose their homes in order to solve the traffic woes of commuters.

“To round it up, we’re not-in-my-backyard people,” said John Haynes, a Walker resident who gave the board a petition of nearly 100 signatures asking planners to move the route.

Steve Stafford, a town resident who is at risk of losing his family homestead dating from 1885 to the loop, said he thinks widening I-12 to Walker and widening U.S. 190 should be done first before considering the loop.

“I don’t think this is about traffic,” Stafford said.

“This is about economic development and that’s unconstitutional.”

Mayor Travis Clark said he and Walker residents, including a retired East Baton Rouge Parish civil engineer whose house is in the loop’s proposed path, will meet with loop consulting engineers March 21.

Clark said one of his plans is to convince the engineers the proposed path takes out too many residents, and it should be moved into less densely populated areas.

“Somewhere between Satsuma and Livingston is what I actually saw to make more sense,” Clark told the audience.

Besides asking to leave out Walker in the proposed loop route, the Board of Aldermen is asking for a public meeting to be held here.

Letter: Forget loop; upgrade existing roads

Published: Mar 11, 2008 - Page: 6B

Loop, loop, loop. I'm sick of hearing about it.

Now my mayor and others have traveled to Texas to eye Texas loops.

The first thing the Baton Rouge entourage will have found out is that Texas, namely Harris County, where I lived for more than nine years, does not wait for an area to become populated and then disrupt thousands of citizens to build a road. The Texans plan ahead, build the roads and let the population move to them.

I'm sorry. I can't see disrupting so many lives for a loop that maybe should have been built 25 years ago.

We already have roads and interstate highways with their existing rights of way. Let's upgrade these. Bring them into the 21st century, along with our antiquated traffic light system on our surface streets.

George Seguin
part-time parts delivery driver
Baton Rouge

Martinez foresees toll road working

By [JOHN MCMILLAN](#), Advocate River parishes bureau

Published: Mar 12, 2008 - Page: 1B

GONZALES — Last week, Ascension Parish President Tommy Martinez doubted the chances of a highway loop being built around Baton Rouge, but that was before he attended two days of briefings on toll roads in Texas.

Martinez, who served as a legislative liaison with the Louisiana Department of Transportation and Development as well as executive director of DOTD's Louisiana Offshore Oil Port before he took office in January, accompanied the leaders of three other Louisiana parishes on a trip to Dallas and Austin on Thursday and Friday.

The purpose was to meet with state transportation officials and to visit Texas toll road projects.

"The only way you can realize the effect of toll roads is to see how well they work," Martinez said Tuesday. "There is so much good that comes out of them.

"The main reason we're looking at them is to alleviate traffic, but economic development will be enhanced," he said.

Texas officials were amazed that sizable numbers of Louisiana residents appear reluctant for the proposed \$4 billion Baton Rouge Loop to go through their land, Martinez said. In Texas, officials said, cities and counties donated rights of way because of the potential economic development.

The 90- to 100-mile Baton Rouge Loop project, as proposed, would take eight to 10 years to build. Proponents say the loop is needed to reduce congestion on Interstates 10 and 12 through East Baton Rouge and adjacent parishes, while opening potential new areas to economic and residential development.

Other leaders on the trip to Texas with Martinez were Kip Holden, mayor-president of East Baton Rouge Parish; Mike Grimmer, Livingston Parish president; and Riley "Peewee" Berthelot, West Baton Rouge Parish president.

Martinez said he believes the first phase of a loop could be built in five to 10 years if private developers construct a toll road.

"If we wait on the state and federal government to fund it &hellip well, we've been waiting. I don't believe they would do it if we waited 50 years," he said.

Martinez said the construction of a toll road would not dictate that people had to take it. There would be adjacent roads available, he said, even though the toll road would save time and money.

"I think it's just about logistics at this point," Martinez said. "We just need to find an acceptable route. We want a route that will have minimal effect and still do the job of moving traffic.

"If we come up with a good route, the road will pay for itself," Martinez said.

State Rep. Eddie Lambert, R-Gonzales, a major proponent of improved road conditions in Ascension, said he is for a loop, but not one going through the northern part of the parish because it is so heavily populated.

Lambert thinks a southern route should go through West Baton Rouge Parish, Iberville Parish and Ascension's west bank.

"It would be an economic boom for them," Lambert said.

However, Lambert said, he is concerned that if state matching money is required for the loop, the interest payments on the state's \$2 billion share would be \$80 million a year, which would consume funds that otherwise would fund maintenance and improvement of other state roads.

The hope is that private investors would fund the project and recoup their investment from the tolls.

Martinez said he has Bob Turner, the director of the Ascension Department of Public Works, drawing maps of potential routes "that are the least invasive possible."

Turner, who became Ascension's public works director last year, had an extensive career as a highway engineer prior to coming to Ascension.

Martinez said he thinks the first phase of a loop would probably take a northern route. "There is a non-invasive route there," he said.

Martinez said he intends to include the Parish Council in the planning and wants to "sit down with the loop engineers and discuss possible routes.

"We're not going to try to fool anybody about the routes," Martinez said.

"We've got to make sure the public is aware of the options, but toll roads can work," Martinez said. "They are working in Texas."

Letter: Loop has become emotional issue

Published: Mar 12, 2008 - Page: 6B

The loop project has degenerated from an engineering study to a platform for special-interest groups and, worse, has become an emotional issue with battle lines drawn in the sand.

Only now have the various commissions, politicians etc. started to visit those municipalities that have successfully built traffic bypasses with the encouragement of the general public that has recognized the economic and convenience aspects and have supported the projects.

Pre-planning and education of the public are prerequisites to a successful project of this magnitude, and both are woefully in short supply in our state.

Tucker Lawrence
sales
Denham Springs

Group visits Texas for research on loop

By Aaron E. Looney, *The Weekly Citizen*

Published: Wednesday, March 12, 2008 11:28 AM CDT

A group of five area parish presidents trekked to Texas last week to get a firsthand look at how toll roads established there have operated and how such projects could help with the construction of a proposed \$4 billion bypass loop around Baton Rouge.

The presidents are part of the executive committee for the BR Loop project, which is looking to construct a bypass roadway around Baton Rouge in hope of alleviating traffic through the city. The loop is expected to take anywhere from eight to 10 years to complete.

Ascension Parish President Tommy Martinez was one of the presidents who took part in the trip. He was joined by East Baton Rouge Mayor/President Kip Holden, Livingston Parish President Mike Grimmer and West Baton Rouge Parish President Riley "Pee Wee" Berthelot.

Martinez said that he "learned a lot" about the toll road structure and how it could be beneficial to Ascension Parish and the surrounding area.

"These types of roads move traffic," he said. "And toll roads are so fast. In some cases, what used to be an hour trip now takes about eight to 10 minutes."

All of the elected and appointed officials who made the trip paid their own expenses to do so, Martinez said.

The group met with state transportation officials and representatives from toll authorities in both Dallas and Austin to compare notes on how the roadways work for Texas drivers, Martinez said.

"Many people there are for toll roads," Martinez said. "In fact, when these roads were being built, they were gladly offering right of way. They'd had enough of traffic congestion."

While touring the two roadways, Martinez said, he saw a wealth of economic development along the routes.

"The economic development was unbelievable," he said. "Once they built the road in Dallas, people were begging to give right of way to have it come through their property. It's a big fallacy that it diminishes the value of the property."

"Once you see what happens on the side of these things, you'd be amazed. They do

a great job with the aesthetics. They construct parks alongside the roadway. The landscaping is excellent, and they put up sound walls for existing neighborhoods."

The Baton Rouge project has met with opposition from residents in the five parishes affected - Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge parishes - concerning the route possibly coming through their homes or preservation areas such as Alligator Bayou and Spanish Lake.

"If you look at those yellow lines on the map of proposed routes, some of them are deceiving in terms of right of way," he said. "Some of those areas in question are as wide as a football field."

Martinez said that there are many positives that come with a loop, and that the committee must do a good job of reaching out to the public to inform them of those positives.

"It's all a matter of doing public outreach," Martinez said. "The closer we come to adopting a route, the harder it's going to be. We need to have more public hearings so people can have input on it. It's a matter of being transparent and letting the people know that this project has potential to move the traffic."

Martinez emphasized that he would not vote for "a route that will impact an area that is growing or that goes through major subdivisions."

"As far as where it's going to go, we're still working on it," he said. "I would love to see it go on the west bank. I don't know if it will happen. It needs to be economically feasible as well."

The committee removed the southern route from consideration months ago, citing a lack of economic feasibility.

Martinez said the trip also gave him a chance to sit with the other parish presidents and discuss his desire to resurrect consideration of a more southern route that would take the loop along the west bank of Ascension Parish near Donaldsonville.

"They understand my dilemma," Martinez said of his fellow parish presidents. "They know that any of the routes through the middle or northern end of the parish are going to put a lot of people out. Putting this thing down south toward Donaldsonville would help that area so much in terms of economic development. I think they'll work with me."

Martinez said he will continue to push for the southern route to be considered again.

"We have not decided on a route yet, no matter what some may say," Martinez said. "However, I really don't see the southern part as being part of the first phase of this. Either way, we will have to build two bridges over the river. One or two may be in West Baton Rouge Parish. If we chose the southern route, I'd like to see us bring it as close to Donaldsonville as possible."

Martinez said that the loop could not incorporate existing bridges, such as the Sunshine Bridge, because they cannot enact a toll on a bridge that is currently not tolled.

"If we'd put this thing along a major highway, like Hwy. 30, we'd have to build service roads on either side," Martinez said. "We have to give people a choice if they want to drive the toll road or not. We can't force them to drive it. This will be a thing of choice."

Martinez said he is considering giving a presentation on the loop at the next Parish Council meeting in Gonzales. He said he also may hold a special meeting to do so.

"Hopefully, we can refine the route a little more and get some engineers in to look at maps. I'd like to talk to them and see what we can do."

The BR Loop Executive Committee will next meet March 20 in Baton Rouge.

Letter: Save Spanish Lake, flood plain again

Published: Mar 14, 2008 - Page: 6B

This is my fifth attempt to write this letter. My first four expressed too much anger and/or sorrow. Anger that Spanish Lake and its flood plain are even under consideration for use in the proposed Baton Rouge loop. Sorrow that I must, once again, defend this paradise.

Around 1985, some fool tried to build a landfill dump in the flood plain of this lake, and he was stopped!

This prompted my very first environmental protest sign, "SAVE SPANISH LAKE." I saved this sign as a keepsake. Now, here I am, 23-years later, with the very same sign and the very same mandate.

Spanish Lake and its entire flood plain must be saved. Jewels like this are few and far between.

Jim Gentry
retired environmentalist
St. Gabriel

Austin's I-35 traffic worse: Texas officials say toll roads proving partial solution

By [SCOTT DYER](#), Advocate staff writer

Published: Mar 18, 2008 - Page: 1B

If you think Interstates 10 and 12 in Baton Rouge are a nightmare at rush hour, try driving through Austin, Texas, on I-35.

With 250,000 vehicles per day, I-35 traffic at rush hour often resembles a parking lot. A 24-mile trip from fast-growing Williamson County to the Austin airport can take two hours.

Texas Department of Transportation officials estimate that the six- and eight-lane I-35 in Austin would have to be widened to 22 lanes to carry traffic efficiently during peak periods.

With gasoline tax revenue unable to keep up with the growth, Texas officials have embraced the idea of toll roads as a solution.

To help expedite toll-road projects, the state created the Central Texas Regional Mobility Authority in 2002 at the request of officials from Travis and Williamson counties.

The authority opened its initial road project last year, a 12-mile stretch of 183A that cost \$230 million.

Tim Weight, the engineer who oversaw construction of 183A, recalls there was originally some strong resistance to the concept of tolls in the Austin area.

"People felt they had paid for the roads with their gasoline taxes and that we were putting a toll on top of that," Weight told a Baton Rouge delegation during a recent visit to Austin.

Texas currently collects a state gasoline tax of 20 cents per gallon, slightly more than the 16 cents per gallon Louisiana collects at the pump.

Once 183A opened and motorists saw how much time they could save, its popularity skyrocketed, Weight said.

A traffic study showed that 183A cut travel times for commuters who used it from 34 minutes to 13 minutes along the 12-mile corridor.

At this point, engineers are projecting that tolls on the proposed Baton Rouge loop will average between 15 and 20 cents per mile, close to the 17 cents per mile charged on 183A.

Before the Austin 183A opened in May, officials had projected 24,000 in daily toll transactions, but the toll road is averaging between 55,000 and 60,000 transactions per day, according to the Central Texas Mobility Authority's annual report.

Economic development

Unlike toll roads in the Dallas area, where cities and counties provided rights of way to help spur economic development, almost all the rights of way for 183A had to be purchased, Weight said.

“Most of the property owners said, ‘We don’t like it, but we know we can’t stop it — but we want to get paid.’ And that’s the way it should be,” Weight said.

Weight said property values in the mostly vacant pastures skyrocketed due to construction of the toll road. Land valued at 50 cents per square foot soared to \$12, \$15, and even \$18 per square foot after the toll road was constructed.

Commercial development is already springing up at major interchanges.

Because 183A was planned to go through undeveloped areas, the project encountered little resistance from homeowners who opposed having the toll road in their back yards.

Where there were neighboring subdivisions, officials let residents pick out sound walls and landscaping to make the toll road more palatable. In all, the Mobility Authority spent more than \$7 million on beautification projects.

With engineers still refining the corridor for the proposed Baton Rouge Loop, many of the public hearings held by Loop officials have been dominated by opposing property owners.

Mayor-President Kip Holden’s chief administrative officer, Walter Monsour, pointed out that the proposed loop will serve 800,000 to 1 million people. He estimated that about 5,000 to 10,000 people have property that would be directly affected by the proposed loop.

Since the Louisiana Department of Transportation and Development has a \$14 billion backlog for road work that doesn’t include new construction, it’s highly likely that the only way a Baton Rouge loop can become a reality is through a public-private partnership that involves private developers who will build, operate and maintain road projects in exchange for the toll revenue, Monsour said.

Texas State Rep. Mike Krusse, who worked to create the Mobility Authority, advised the Baton Rouge contingent to “get the private sector involved as much as possible” in building a loop.

“You really don’t know what a project’s worth until you bid it out,” Krusse said.

Public-private partners

Among those partners to build toll roads is the Texas Department of Transportation.

“Toll projects that require no public subsidy are few and far between,” said John Munoz, deputy director of TDOT’s finance division.

Instead of spending public funds to fill the gap between toll revenues and road construction and operational costs, TDOT is bidding out the projects. In some cases, the contractors not only will build, maintain and operate the toll roads for the toll revenues, but also will sweeten the pot with upfront cash payments that can be used on other public road projects.

As an example, Munoz pointed to a proposed toll road between Austin and San Antonio in which a contractor offered to build the \$1.2 billion project and to provide a \$25 million cash payment in addition to a revenue-sharing deal.

Without the partnership, TDOT would have had to spend \$500 million to subsidize the construction of the road, Munoz said.

To get such a deal generally requires a long-term commitment up to 50 years, with toll increases tied to some sort of inflation index, Munoz said.

Following the Interstate

Under consideration for the northern bypass of the proposed Baton Rouge Loop are two routes that would cut through Denham Springs and turn into an elevated expressway along Florida Boulevard and then west along Airline Highway to a new bridge over the Mississippi River.

Texas officials involved in building 183A said they looked closely at building the bypass next to I-35, but abandoned the idea because of the higher construction costs associated with elevated expressways.

Weight said the cost of building an elevated loop is about \$100 million per mile, or four to five times what it would cost to build the same road at ground level.

Iberville council seeks tax renewal

By [ROY PITCHFORD](#), Advocate Westside bureau

Published: Mar 19, 2008 - Page: 5B

PLAQUEMINE — The Iberville Parish Council voted Tuesday to ask parish voters to renew a 5-mill, 10-year property tax for drainage on July 19.

Parish Chief Administrative Officer Lucky Songy told the Parish Council Resolutions Committee that the tax “has been in effect for about 50 years,” and the resolution was approved when the full council convened.

The tax expires in December.

Council President Gene Stevens said the tax must pass, “or the parish will be in a bind.”

Councilman Howard Oubre agreed, but said council members must work together to get the message out to voters that the 5 mills are a renewal, not a new tax.

Parish President Mitch Ourso said the tax produces about \$1.8 million a year, with all the funds going to drainage work.

During his president’s report, Ourso cautioned that no definite routes have been established for the proposed Baton Rouge Loop.

Ourso is one of five parish presidents who serve on the loop project’s executive committee, but he said that Iberville has yet to pay anything for engineering fees or to participate in engineering planning.

“That’s all East Baton Rouge,” he said. “They put up the money and they paid the engineers.”

Ourso said he has one main interest in plans for the loop, to see that Iberville Parish gets a bridge across the Mississippi River. He said Iberville is the only river parish in the region that lacks a bridge, and said the Baton Rouge Loop is “our best chance.”

But Ourso said that if a bridge is proposed for Iberville, it must include access for parish residents.

Ourso also won council approval to name Hank Grace, executive director of the Iberville Chamber of Commerce, as the parish member of the Capital Area Expressway Authority, a group that participates in planning for the loop project.

The council also adopted a resolution of support for the efforts of the Pointe Coupee Police Jury to get fence-line monitoring of the Union Pacific rail yard in Livonia.

Councilman Matt Jewell, who presented the resolution, said the railroad has not been providing notification of accidents to area emergency agencies in a timely fashion.

Letter: Loop would worsen congestion

Mar 24, 2008 - Page: 4B

Is the "loop" the answer to the traffic congestion in Baton Rouge?

My answer is: No.

I think that looping is not the answer because, looping only causes more congestion at the end of the loop, I feel that the only solution to reducing traffic flow is to create alternate routes, which would give drivers an option, especially during peak traffic times.

One suggestion would be to divert traffic from east to west and vice versa to the west side of the Mississippi River, and this could be done by completing La. 3127 from Highway 90 in Jefferson Parish to Highway 70 in Ascension and then continuing to extend La. 3127 to Interstate 10 at Lobdell and Grosse Tete, which would allow traffic that does not want to go through Baton Rouge an alternate route.

I feel that this would allow drivers, especially 18-wheeler drivers, a route to deliver or pick up their loads and to avoid the traffic congestion that they are experiencing today.

This route, which we will call the West Bank Expressway, could also be used as an escape route from the south during hurricane evacuation, especially for people living in South Lafourche Parish and Jefferson Parish.

Another benefit to erecting the West Bank Expressway is for economic development to the areas south of Plaquemine that are becoming economically depressed and are slowly dying.

This to me is a "no-brainer."

Harold Capello
former mayor
Donaldsonville

Letter: Reader addresses varied issues

Published: Mar 25, 2008 - Page: 4B

I read the fine print when I bought my house. I bought a house I could afford. I don't want to have to pay for a bailout for those who didn't.

- The lenders may have been predatory, but you didn't have to sign, either. Take responsibility for what you did. Force the lenders to refinance those in trouble instead of foreclosing on them. Then the lenders make money and people get to keep their homes.
- Make Baton Rouge a true destination city. Turn Third Street into a variation of Beal Street, with sidewalk cafes, restaurants, shops, condos and a bustling night-life scene with live entertainment for all age groups. Turn Fourth Street into the "Theater District" with Broadway-type theaters with Broadway productions year-round. Build a boardwalk along the river.
- Scrap the loop. Baton Rouge waited years too late to build it, and when it's done it will be outdated and traffic will still be&hellip well, the same. Put the money in quality, affordable public transportation: commuter rail service from Livingston to downtown, St. Francisville to downtown, Gonzales to downtown. Provide bus service from the far reaches of Livingston, Ascension and East Baton Rouge parishes to downtown, LSU and Southern.
- Try to get to work from Antioch Road to DOTD by bus&hellip. can't be done. Provide bus terminals throughout Baton Rouge so every rider doesn't have to go to the one on Florida Street.
- Widen Interstate 10 to six lanes from Grosse Tete to Gonzales, and Interstate 12 from the split to Hammond. Force 18-wheelers to use the right lane except to pass.
- To those at Banks Elementary upset about having to bus your children across town instead of using a neighborhood school: Get over it. Until recently, the rest of us have had to do it for the past 40-plus years.
- Force the Republican and Democratic parties who front-loaded all the primaries to have one national primary election with all the candidates from all the parties on the ballot. Let the top two vote-getters from each have a runoff one month later. Then have the winners from each party compete in the general election in November. That way Iowa or New Hampshire can't force my guy out of the race before I ever get a chance to vote for him/her.

Randy Anding
retired entrepreneur
Baton Rouge

Residents Question Their Status in Relation to Proposed Loop

Posted: March 26, 2008 07:11 PM CDT

People in and around Baton Rouge are still concerned a proposed loop will push them out of house and home. Parish presidents are meeting with their constituents, some of whom are getting confused about what's on the table. The project engineers say nothing is set in stone; the plans are about to change again.



The Baton Rouge loop plans are causing lots of confusion, especially for people living in Acadian Place in Livingston. Anna Riley and her neighbors are getting mixed stories about their neighborhood being in, then out, and now they're hearing only half of them will be affected. "If you sell your house and move, then what? And they don't use the subdivision, moved for no reason," she says.

Mike Bruce with ABMB Engineers says Acadian Place could fall right into one of the corridors. "Need to understand, corridors we're showing are maybe ten times as wide as ultimate right of way required, number one," he says. It means the good news for those who may be affected, "Reality is 90 to 95 percent of people in yellow lines, never be impacted by loop."

That's because come next month, the map will change again. After all the neighborhood meetings, the loop plan will be revised. "Goal is by end of 2008 or first part of 2009 to have the final corridors based on all that input," says Bruce. "It's a day-by-day thing, since none of us know what the answer is," says Riley. It's an answer five parishes are waiting for.

Bruce says the next phase once they finish the implementation phase is an environmental phase, which could take a year or longer. He says it may be five years before any homes are bought.

Reporter: [Tyana Williams, WAFB 9NEWS](#)

Southern loop route proposed: Ascension leader says impact minimal

By [JOHN MCMILLAN](#), Advocate River parishes bureau

Published: Mar 27, 2008 - Page: 1B

GONZALES — Ascension Parish President Tommy Martinez is proposing a new southern route for the Baton Rouge loop that he says avoids subdivisions and affects few, if any, homes.

Basically, the route would run from Port Allen down La. 1, curve around Plaquemine and cross the Mississippi River, probably at St. Gabriel.

From there, it would track along La. 30, cut behind the Lamar-Dixon Expo Center and have an interchange with Interstate 10 at approximately the site of the old rest stop between Gonzales and Sorrento. From there, a spur would connect with La. 70.

From I-10, the loop would travel north of the Ascension Civic Center in Sorrento and hug the southern and eastern edge of Ascension Parish until it would cross La. 42 near the Amite River and continue on to Walker, where it would connect with Interstate 12.

Martinez said even if the route is eventually approved and funding is found, it still would be 15 to 30 years before it would be built.

However, the corridor could be preserved in the meantime, Martinez said.

The route “makes sense and I think it can be done with minimum impact,” Martinez said.

“People have to decide whether they want to sit in traffic or get to their destination rapidly,” he said.

“If you think traffic is bad now, if we don’t give truckers an alternate route, it’s going to be unimaginable in the years to come,” predicted Martinez, who served as legislative liaison with the Louisiana Department of Transportation and Development as well as executive director of DOTD’s Louisiana Offshore Oil Port before he took office in January.

“People not being able to get from Point A to Point B is the biggest killer of economic development,” he said.

Martinez said a decision on the northern and southern routes would be made by the Baton Rouge Loop Executive Committee in May.

The northern route from Port Allen to Livingston Parish would be built first, since it would be used by commercial traffic transporting goods from coast to coast, Martinez said.

Mike Bruce, a managing principal with ABMB Engineers Inc., which is a consultant on the loop project, agreed that the northern route would be built first. “That’s just common sense. Trucks would use it and it would pick up a lot of local traffic, too. Preliminary numbers indicate that’s the most traveled route.”

Bruce also said the southern route proposed by Martinez is “a very viable route. It’s certainly in the mix for strong consideration. We are looking closely at that one.”

After a trip to Texas to examine toll roads in the Dallas and Austin areas, the top public officials in East Baton Rouge, Ascension, Livingston, West Baton Rouge and Iberville parishes said they were impressed with the possibility of a public-private approach to building the loop.

Paying the cost of the proposed \$4 billion loop would probably require private funding whereby private enterprise would invest in the construction in return for a long-term toll collection, Martinez said.

Once a route is selected and funding obtain, construction time on the northern route is estimated to take eight to 10 years.

The southern route would be started at the earliest in 15 years, Martinez said.

He said that because the southern part of the parish is the next growth frontier, "we need to be careful how we plan."

Nevertheless, he said, "I think this is the route that would make the most sense for Ascension Parish."

Loop opponents turned back

By [ROY PITCHFORD](#), Advocate Westside bureau

Published: Mar 28, 2008 - Page: 4B

PORT ALLEN — A crowd of Brusly and Addis residents asked the West Baton Rouge Council to go on the record Thursday night in opposition to a proposed Baton Rouge loop bridge over the Mississippi River being planted anywhere near their communities.

Council members said, “No,” on a 3-6 vote.

About 80 people came to the meeting with a petition containing almost 1,450 signatures in support of the anti-bridge resolution. But council members were not swayed.

Parish President Riley “Peewee” Berthelot told the crowd that the suggested bridge site which has drawn the most vocal opposition, a location near the Cinclare sugar mill, would be removed from consideration at the April 17 meeting of the Loop Executive Committee.

Berthelot said the Cinclare mill’s status as a historic site is the main reason for that move.

However, Berthelot said a site near Addis is one of a handful of possible bridge locations still being considered.

The petition opposed, “a bridge crossing at Cinclare, Addis or anywhere south of the Intracoastal Canal in West Baton Rouge Parish.”

The protestors said they favor the concept of a Baton Rouge Loop — a 90- to 100-mile, \$4 billion express highway encircling the Capital City’s metropolitan area — and said they would like to see such a bridge in Iberville Parish, south of Plaquemine.

When voting began, it quickly became apparent the resolution would not be adopted, though several council members qualified their votes.

Jeff Kershaw voted no. He said he was concerned about the proposed location, but said he felt the council needed to show trust and confidence in Berthelot.

Keith Washington called the resolution “premature.”

Gary Spillman, who represents a district in the northern part of the parish, said he was tired of hearing about “north-south issues” in West Baton Rouge.

Spillman said that current plans call for the northern part of the loop to be constructed first, and said his area would feel the effects of the plan long before the Brusly-Addis area.

Kershaw, Washington and Spillman were joined by Charlene Gordon, Althea Johnson and Bob Robertson in opposing adoption of the resolution.

Randall Mouch, Rickey Loupe and Phil Porto voted for the proposal.

Livingston residents mull loop alternatives

By [JARED JANES](#), Advocate staff writer

Published: Mar 31, 2008



The Advocate/PATRICK DENNIS

Stephen Stafford, the organizer of Rethink the Loop!, a community-based organization opposed to the proposed Baton Rouge Loop, speaks Sunday in the Walker High School gymnasium.

WALKER — More than 100 people — most from Livingston Parish — urged public officials at a community meeting Sunday night to consider alternatives to the proposed Baton Rouge loop, charging them to find a route that does not affect anyone's home.

The “not in my backyard” attitude is not enough if it means others will be forced out of their homes by the loop, said Stephen Stafford, a Walker lawyer who organized the meeting. He argued the best option is to widen existing highways to impact communities as little as possible and then see if more needs to be done in the future.

“This is a community effort,” Stafford said before the crowd in the Walker High School gym. “It’s not enough to keep our houses if our neighbors have to lose theirs.”

Rethink the Loop!, a Livingston Parish group dedicated to saving homes from the loop, hosted the meeting in Walker where residents complained about the loop’s potential effect on their property — some of which had been in their families for generations — and questioned the planning for the project.

The 90- to 100-mile loop is projected to take eight to 10 years to build at a estimated cost of \$4 billion with the aim of easing traffic congestion on Interstates 10 and 12 in Baton Rouge and spurring economic development.

Stafford listed four alternatives he said should be completed before the loop: widening Interstate 12; widening U.S. 190; making La. 447 a four-lane highway to Port Vincent; and building a new bridge over the Amite River near Watson.

Each of those alternatives, if completed together, would drastically improve traffic, reducing the need for the loop, Stafford said. His said his proposal would limit the number of houses affected by new roadways and would improve time for commuters who would not use the loop.

"We have one position that we will maintain," Stafford said. "If one person has to unwillingly leave his house, we are opposed to (the loop)."

Livingston Parish President Mike Grimmer, the only public official to speak at the meeting, said he is willing to look at Stafford's alternatives, but he also said he doubted they would be completed in the near future.

Many of those proposals — like the loop — had been considered for decades with no work ever being done on them, he said. If nothing is done on the loop, he said, the traffic situation would remain the same.

"It's the same thing we've been hearing for 30 years," Grimmer said. "What are we going to do with the traffic? The traffic is not going to go away."

The traffic engineers and officials working on the loop are trying to identify routes that affect the as few people as possible, Grimmer said, citing a new northern route pinpointed last week that he said would affect few homes until it reached I-12 near Walker.

The routes, while limiting impact on residents, also have to keep the loop feasible for drivers, he said. The final corridor — expected to be only about 400 feet wide — won't be selected without public input.

"There's going to be some impact on people," Grimmer said. "But we're trying to find a path that appease the most people possible."

Prentiss Jones, who lives only five miles south of I-12 on La. 447, went to the meeting with relatives to find out if more-detailed plans for the loop would be released.

The 21-acres his family has owned for about 100 years is in the middle of one possible corridor, he said, and he wanted to get more-concrete information about the route.

Jones said he is not opposed to the loop, but he is concerned about relocating.

Moving the loop a few hundred feet away from his home, even chopping a few acres off his property in the back to do so, wouldn't bother him, Jones said. He just doesn't want to lose his home.

"We're setting up for retirement," Jones said. "We don't want to move."

Mayor to seek fees, La. funds

By [SCOTT DYER](#), Advocate staff writer

Published: Apr 6, 2008 - Page: 1A

Increasing fees on riverboat casinos and obtaining more state money for the proposed Baton Rouge loop and the public bus system are among the top priorities for Mayor-President Kip Holden during the ongoing legislative session.

East Baton Rouge Parish riverboat casino boarding fees of \$2.50 per patron have been paid to the city-parish for years, and Holden is looking for a bigger piece of the action.

Holden persuaded the Legislature last year to replace the \$2.50-per-head fee with a percentage of the gambling proceeds, but only if the boats voluntarily agree to it. The law allows the city-parish to collect up to 4.5 percent of a riverboat's gross gambling revenues. Holden said he's had little success in getting the two existing boats to go along with the increase.

Holden said he plans to push the Legislature this spring to force the two downtown riverboats, the Belle of Baton Rouge and Hollywood Casino, to pay the 4.5 percent fee.

Pinnacle Entertainment, which is building a third riverboat casino has agreed to pay the 4.5-percent fee.

Holden said the two downtown boats both plan to expand to compete with Pinnacle's new casino in South Baton Rouge yet contend they can't afford to pay the higher fee. Meanwhile, the two existing boats are paying the lowest boarding fees in Louisiana, Holden said.

Officials with Penn National Gaming Inc., the parent company of Hollywood Casino, have said they negotiated in good faith with the city-parish, but to no avail. They claim the 4.5 percent fee would be among the highest in the state.

Another top priority for the city-parish this spring is to secure state and federal support for the proposed Baton Rouge loop, Holden said.

"We're trying to convince the new transportation secretary that this loop is viable and feasible and will help to reduce traffic congestion on the interstates," Holden said.

He said Texas officials found that building a toll-supported loop like the one proposed for Baton Rouge will help avoid costly expansions of interstate highways.

Plans call for five parishes in the Baton Rouge area to find a private partner to help build, maintain and operate the \$4 billion loop, Holden said.

Holden also said he's pushing for the state to provide funding for other parish projects, including an expansion of the River Center, downtown riverfront improvements and a new children's museum.

Holden said the city-parish is spending about \$250 million to widen state roads through the local Green Light Plan. He said he's not looking for the state to return all that money but thinks it's fair for the city-parish to get some of those funds back.

In a related area, Holden said he wants the state to beef up its appropriations for mass transit operations like the local Capital Area Transit System.

Holden noted that for years, the state's total contribution for mass transit has ranged from \$5.2 million to \$6 million.

For the 2007-08 fiscal year, the state appropriated \$6 million, with \$1.1 million going to CATS and \$2 million to the New Orleans bus system.

Letter: Rethink NIMBYs, not loop project

Published: Apr 8, 2008 - Page: 6B

Rethink the loop?

I read the article by Jared Janes about the large group of Livingston residents organized by Walker attorney Stephen Stafford to oppose the loop project.

They say they want officials to rethink the loop.

Yeah, whatever! We have heard the “rethink” line before.

Rethink the loop? How about we rethink these NIMBYs (Not in My Back Yard) instead, or as I prefer to call them, BANANAs (Build Absolutely Nothing Anywhere Near Anyone)?

Is this whole loop thing a no-brainer?

The loop project makes sense for anyone who is not a NIMBY or BANANA in the Baton Rouge area. And it especially makes sense for anyone traveling outside East Baton Rouge Parish who has to sit in hourlong traffic to get back and forth to and from work every day.

Leave it to a lawyer to organize more bureaucracy to prevent our city planners and engineers from building the infrastructure we needed yesterday.

This lawyer and his organized NIMBY Mob, who have absolutely no traffic engineering experience or education, think themselves more qualified to design our loop? That they, not our elected leaders, somehow represent the entire community?

Well I’ve got news for the NIMBYs — You are not a “community effort,” you are a “community roadblock.”

I don’t want my children sitting in traffic for the rest of their lives because we did nothing today. Please, no more bureaucracy.

Let’s build a better Baton Rouge! (And a loop to go around it).

Patrick McCarron
landlord and engineer
Baton Rouge

BR loop plan reinstates north corridor

By [SCOTT DYER](#), Advocate staff writer

Published: Apr 11, 2008 - Page: 1B

Engineers unveiled the latest revised routes for the proposed toll-supported Baton Rouge loop on Thursday that reinstates the far northern corridor between Zachary and Baker.

At the same time, the new plan eliminates a proposed route for the northern bypass that would have run through Denham Springs and along Florida Boulevard and Airline Highway in East Baton Rouge Parish.

To the south, the latest plan eliminates a controversial corridor that would have run through Prairieville and Spanish Lake in Ascension Parish. At this point, it appears that the loop will cross the Amite River north of Port Vincent, run south of Gonzales and cross Interstate 10 near the old Sorrento rest area closed by the state a few years ago.

The latest southern loop plan, slated to go before the five parish presidents next week, would then cross the Mississippi River either south of Plaquemine or between Addis and Brusly.

The lead engineer on the project, Steve Wallace from ABMB Engineers, said the northern loop would leave Interstate 12 about two miles east of Walker and run to the east of La. 449 to avoid most development.

The northern leg of the loop would then either follow Arnold Road to cross the Amite River near the Watson area, or take the more northerly route between Zachary and Baker. The northern bypass would then cross the Mississippi River just north of the U.S. 190 Bridge at another site north of the Southern University campus, and then tie into Interstate 10 west of La. 415.

The engineers had previously eliminated the far northern route due to concerns that it would not generate enough toll revenue. On Wednesday, Wallace said the route was reinstated after Livingston residents pointed out that the area is rapidly developing and would likely have plenty of residents when that part of the loop opens in a few years.

Walker Mayor Travis Clark applauded the new route east of Walker, saying it was "by far the least intrusive route" that he's seen through his city.

Walter Monsour, Mayor-President Kip Holden's chief administrative officer, said there will likely still be people upset at the proposed new alignment, but they will be a small minority.

Monsour said about 800,000 people live in the five-parish area involved in the loop project, but only 2,000 to 5,000 will be displaced by the project.

"If this would have been done 25 to 30 years ago, the project would have impacted a lot less people," Monsour said.

The project is long overdue Monsour said, noting that local traffic will only worsen without it.

Monsour also noted that not everyone with property in the remaining corridors will be impacted by the loop.

The corridors under study are 4,000 feet wide, but only 400 feet of that will actually be needed for the loop, Monsour said.

Monsour noted that on recent fact-finding trip to Texas, officials involved in the loop project found that property values along toll roads in Dallas and Austin skyrocketed after those roads opened.

While acknowledging the loop will trigger economic development, Monsour said the main purpose of the loop is to relieve traffic.

The 90- to 100-mile loop is expected to cost \$4 billion and take eight to 10 years to build.

At this point, plans call for the five parish presidents to consider finalizing the loop corridors next week.

The next step will be to assess impacts on the environment and development.

Vitter holds local Ascension Parish forum

By Aaron E. Looney
The Weekly Citizen

April 11, 2008

U.S. Sen. David Vitter visited Gonzales Monday, hosting a Town Hall forum event at City Hall.

However, what Vitter did after the forum seemed to make more news, as the driver of his car backed into a sign while attempting to leave City Hall and avoid the media.

Reporters attempted to ask the Republican senator from Metairie about news released earlier that morning that the senator may be called to testify in the Washington case of accused "D.C. Madame" Deborah Palfrey, with whom Vitter was linked through phone records last year.



U.S. Sen. David Vitter speaks to those in attendance at Monday's Town Hall forum at Gonzales City Hall. Vitter discussed items key to Ascension Parish residents and also took questions from the audience on various topics.

Following the forum, Vitter made a brief statement to members of the media regarding the case and walked away, refusing to field questions on the matter. He then exited City Hall through the Gonzales Police Department.

When reporters caught up to Vitter, he was entering the passenger side of a car to leave the building. As the driver backed the car down the drive, it collided with a sign, slightly damaging the vehicle. The car then drove forward and left the scene.

Gonzales Police Chief Bill Landry later said that he would not pursue charges against Vitter or the driver for the incident. He said Vitter's office called him after the incident and offered to pay for any damages. Landry said that the sign was righted by a work crew later that day and was not significantly damaged.

During the forum, Vitter touched on topics such as the continued growth of Ascension Parish and the need for transportation and wastewater improvements, as well as the ongoing situation of the parish looking to purchase the Lamar-Dixon Expo Center in Gonzales. He also answered questions from the audience on topics ranging from Social Security and veterans benefits to the proposed Trans-Texas Corridor.

"This is literally the fastest growing parish in the state," Vitter said of Ascension. "It was on that track before Katrina. Obviously, Katrina pushed it down that track even more. You basically grew by what you would in 10 years in a single week. There are enormous needs and strains that come with that. I've spent a lot of my time working with local and state government to help meet those needs."

Concerning roads, Vitter pointed out that as a conference negotiator on the final federal highway spending bill, he was able to help secure \$8 million for improvements to Hwy. 42 to help relieve traffic on Airline Highway and offer an alternative route to Interstate 10.

"I worked very closely with former Congressman Richard Baker locally on that, as well as other legislators," Vitter said. "We got the state more highway money than ever before, \$2.9 billion."

Vitter said that efforts still remain on securing funds to improve infrastructure within the parish's industrial corridor.

The senator also discussed the proposed Baton Rouge bypass loop project, which could run through Ascension Parish as well as four other metro area parishes.

"As that idea advances, I think it's very important that it be done appropriately, if it is done, and meet local needs in every parish," Vitter said. "I've spoken to parish leaders here, including the parish president, about making sure that is understood."

Vitter also discussed his efforts to secure \$300,000 to help the parish begin construction on a comprehensive wastewater treatment facility.

The senator mentioned that he has helped to secure \$250,000 for the parish to put toward the purchase of the Lamar-Dixon Expo Center. However, the parish has yet to see that money.

Vitter said the forum was one of 64 he planned to hold across the state, one in each parish, to gather information from constituents on local, state and national issues.

Letter: Opposition to loop amazes reader

Published: Apr 17, 2008 - Page: 6B

Regarding the proposed loop around Baton Rouge, it is amazing how some citizens do not want this highway.

I was born and raised in Shreveport. The Outer Loop, Inner Loop and the many interstates and other highways make a great way to get around Shreveport.

It took many years and study and funds for these loops to come into play, but the overall completion made Shreveport catch up to many large cities in America.

It will take years of study and hard work for a loop to come into reality for Baton Rouge, but I can assure you the cost and time will certainly be worth it.

How many times do you have to sit in traffic on Airline, Florida etc for days on end, wasting time, money and, of course, gas before the loop's construction will begin?

I travel to Baton Rouge quite often, and each time I dream of the day for a loop. Perhaps an outer and inner loop. Maybe even fewer accidents for Interstate 10 and Interstate 12.

Good luck, Baton Rouge citizens.

Clay Calhoun
insurance broker
Covington

Parish presidents back latest loop proposals

By [SCOTT DYER](#), Advocate staff writer

Published: Apr 18, 2008 - Page: 1B

All five Baton Rouge-area parish presidents expressed support Thursday for the latest routes proposed for a 90- to 100-mile toll-supported loop around the urbanized area.

Final corridors for the proposed \$4 billion roadway aren't likely to be finalized until the end of the year, after another round of public hearings aimed at determining the loop's impact on the environment and development, according to consultant Mike Bruce of ABMB Engineers.

"There are still some alternative routes on this map, but very few of them," Bruce said Thursday.

The latest plan for the loop was released last week to an advisory board, but drew mostly rave reviews at a meeting Thursday from the parish presidents overseeing the project.

Livingston Parish President Mike Grimmer applauded a decision by the loop engineering team to reinstate a northern route that would roughly follow the Comite River Diversion Canal, passing between Zachary and Baker.

Grimmer said the northernmost route will have much less impact on development in his parish than the only other northern alternative, which would follow Arnold Road and pass through the Watson area.

A third northern route, which would have followed Florida Boulevard through Denham Springs, then Airline Highway north to the Mississippi River, was eliminated due to its impact on development, Bruce said.

Grimmer said much of the proposed southern leg of the loop through Livingston Parish will be on undeveloped lumber land. Plans call for the southern loop to cross the Amite River just east of Port Vincent, he said.

Grimmer said he will continue to work with residents whose property could be impacted by the loop. But he said the loop is long overdue and desperately needed.

Grimmer noted that 100,000 vehicles per day already use Interstate 12 in Livingston Parish, and warned that truck traffic is projected to increase by 35 percent in the next two to three years.

"We can't continue to hide our heads in the sand as we have for the past 30 years, and pretend we don't have a traffic problem," Grimmer said.

Mayor-President Kip Holden agreed, noting the loop is necessary even after I-10 and I-12 are widened.

"You can widen a road, but the problem isn't going to go away," Holden said.

Holden said rush-hour traffic in Baton Rouge used to clog only one side of the interstate in the mornings, and other side in the evenings.

"Now traffic is congested on both sides of the interstate, at most times of the day," Holden said.

Ascension Parish President Tommy Martinez applauded the engineers' decision to eliminate routes that would have cut through Spanish Lake and the Prairieville area.

The sole southern route under consideration through Ascension Parish would loop south of Gonzales and cross I-10 roughly where the abandoned rest stops were located just north of La. 22.

Martinez said he would like to see the southern loop brought down even more so it passes through St. Amant and Sorrento.

But Martinez acknowledged that a loop is needed, noting that it's not unusual for Ascension residents to spend 45 to 60 minutes commuting each way into and out of Baton Rouge.

Iberville Parish President Mitch Ourso said his main interest in the loop is to provide a bridge that will link parts of his parish on both sides of the Mississippi River.

Ourso spoke strongly in support of the southernmost river crossing, which would span the river several miles downstream of Plaquemine.

The only other southern crossing under consideration is north of Addis in West Baton Rouge Parish, which already has two bridges, Ourso said.

The Addis crossing would run the loop along parts of Nicholson Drive in East Baton Rouge Parish.

West Baton Rouge Parish President Riley "Pee Wee" Berthelot said his parish has no problem with the Iberville crossing, since the northern loop will also require another bridge in West Baton Rouge.

Engineers are looking at building a new loop bridge either just south of the U.S. 190 Bridge, or north of Southern University.

In addition to conducting an environmental impact study, the proposed corridors for the loop will also be refined with input from a computer model that will project how much toll revenue each possible route will likely generate.

Letter: People questioning loop defended

Published: Apr 18, 2008 - Page: 8B

I read with interest Mr. Patrick McCarron's letter to the editor.

I will not resort to name-calling, as he has done, but I can see he has not attended any of the meetings held concerning the loop.

The people questioning the loop are not uneducated, as he assumes; they have gotten much input and research as to the proposed loop areas.

The people in Walker questioning the loop are concerned about their homes and quality of their lives. All they are asking for is a reason the loop cannot be moved to more rural areas and not go through the middle of their town or their peaceful neighborhoods.

They are not questioning or doing anything that anyone else faced with this situation would not do. They are not against the loop, just the proposed routes.

Mr. McCarron should do a little more research before he starts assuming things, and he just might learn something.

Bonnie Richard
homemaker
Baton Rouge

Letter: Hear Prairieville's side of loop

Published: Apr 24, 2008 - Page: 6B

You have heard from those who regard as NIMBYs those people who do not want the proposed Baton Rouge loop in their homes. Now, please hear our side of the story.

The only reason the BR loop project needs to destroy Prairieville communities to build a loop is because Baton Rouge has refused to destroy its own neighborhoods.

Here are two examples:

Engineering studies have repeatedly said the best way to relieve traffic on the Interstate 10/Interstate 12 corridor is to widen I-10 and I-12. Public meetings on that proposal were held a few years back. The NIMBYs in Baton Rouge squealed they did not want their interstate widened, and that proposal was shot down.

The Hoo Shoo Too route: There is a shorter and cheaper and more effective route than the Prairieville route. If you look at Google Earth, you will find that a less population-dense route should run down Hoo Shoo Too Road, cross Old Jefferson and Airline near Barringer Foreman, skip over to Pecue Lane and cross Highland Road at Pecue, on its way to Nicholson Extension/La. 30. The level of population density is significantly lower than in Prairieville. Additionally, that route is shorter (less cost) and would have a higher traffic count (more revenue). If you cannot imagine an interstate highway through Hoo Shoo Too, you now know how Prairieville feels.

Please understand that Prairieville is not pasture land. We have spent millions of dollars developing our properties into prime residential communities with safe neighborhoods and good schools. We chose not to live in Baton Rouge because it did not have the features we wanted or the cost was too high.

Now, Baton Rouge wants to export its misery to us, when Baton Rouge has been unable to take care of its own business. That will not be taken lightly. We do not want a commercial corridor a half-mile wide cutting a swath through our peaceful communities. We already have a commercial corridor, and it is called Airline Highway.

Now, having talked that straight talk, let us agree that the Metro region traffic congestion is a big problem and it's only going to get worse. Economic development of this region depends on good transportation. We cannot blame the Metro parish governments for desperately needing to do something.

The engineers working on the BR loop project are good engineers who care about this community. However, the only weapon they have been given in the war against traffic congestion is the most expensive one, with the most collateral damage — a toll road loop.

There are other options, and it is time we seriously look at those options as a metro region.

Dale Clary
lawyer
Prairieville

Letter: BR needs rail system, not loop

Published: Apr 30, 2008 - Page: 6B

Some thoughts on Baton Rouge's "loopmania":

Where we are: The failure to require a connected metropolitan grid system in the Baton Rouge metropolitan area has dumped local traffic onto the interstate highway system.

Further, there is rapidly diminishing efficiency in adding extra lanes on the same plane on current roads because of the lane-changing effect.

Where we are going: Often loops don't really mitigate congestion; they just reformat it. While they act as a highway for those immediately using them, they act as a wall for others.

Traffic is often forced quite a distance through choke points of bridges and overpasses to cross this wall/loop, overloading roads parallel to a loop. All future development is warped by this wall effect, and future roads are channeled to parallel it.

Whatever scheme is used to finance this loop, the financing authority will not finance any future bridges or underpasses to cross this wall at the point that the problems start to become obvious. Imagine the area where College Drive crosses Interstate 10 in a noose around Baton Rouge.

While there is a need for more Mississippi River crossings, bypass tiers should be used over current roadways without expropriating more land or blocking its use with more highway sprawl .

Two-tier highways are more expensive to the builders. Ground-based loops merely shift expenses from the highway builders to travelers not using the loop and backload real costs onto the rest of the transportation system.

Since remedial overpass construction and connection are far more expensive and difficult after growth has begun, local jurisdictions attempt to mitigate the problem by impairing commerce with regulation such as density zoning, thus defeating many of the supposed benefits a loop is supposed to bestow.

Numerous crossings must be paid for and built up front, and calculated into the cost and planning of this scheme, because one man's transportation system rapidly becomes another man's transportation obstruction. Although an ounce of prevention is worth a pound of cure, the game becomes who pays for the "ounce" now or who is stuck with the "pound" later. Otherwise we will hear the usual, "We wanted growth, but we didn't want this." Note the current discussion of the costs of building a parallel road with Bluebonnet on the opposite side of the Mall of Louisiana.

In the final analysis, a commuter rail system is the real long-term solution.

Lewis Doherty IV
advertising
Baton Rouge

Letter: Don't call names, rethink the loop

Published: May 6, 2008 - Page: 6B

I am writing in response to Mr. Patrick McCarron's letter from the April 8 edition of The Advocate.

First, I would like to make perfectly clear, again, that we at Rethink the Loop! are not NIMBYs (Not In My Back Yard), BANANAs (Build Absolutely Nothing Anywhere Near Anything), or any other cool acronyms that Mr. McCarron can concoct. We are simply private citizens who believe that building a loop that will destroy hundreds, even thousands, of peoples' homes is a poor solution to our traffic problems.

If the loop is built, homes will be bulldozed. This is a fact that no one, even loop engineers, disputes. If Mr. McCarron had been at our March 30 meeting, he would have heard us explain repeatedly that we are not NIMBYs, but are truly interested in protecting all of those harmed by the loop, even if we, ourselves, are not in danger of losing our homes.

I understand that sitting in traffic is inconvenient; it cannot compare, though, to the inconvenience experienced by a person who is forced from his home for the sake of a highway.

Second, the designation of Rethink the Loop! and our March 30 meeting by Mr. McCarron as a "mob" and "bureaucracy" is so far from the truth as to be completely indefensible. Our public, community meeting, to which everyone who wished to come was welcome, was an example of democracy of which our Founding Fathers would have been proud.

Everyone who wished to voice his opinion could, and did, regardless of his views on the loop. I know that we are just simple folk, and not educated engineers, but all private citizens who spoke did so unanimously in opposition to the loop at that meeting.

This is certainly because common sense says that the loop is a bad idea, and the alternatives to the loop that we presented (widen Interstate 12, U.S. 190, La. 447 to Port Vincent, new bridge over the Amite at Watson) make good sense.

Lastly, I ask everyone to get beyond name-calling, and look at the facts in order to make your own decision regarding the loop. Contact your parish president and ask to see the documents that he has regarding the loop; the law grants you the right to do so.

Stephen Stafford
lawyer
Walker