

List of concerns associated with the BR Loop U.S.

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Baton Rouge Loop Project Team

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- Why after many years of studies with negative results is the Parish of EBR trying to push this down the throats surrounding parishes?
- Was Kip Holden elected Parish president of West Baton Rouge, Iberville, Livingston and Ascension Parishes?
- If you look at Kip Holden's campaign contributors you may see why this issue is still being pushed.
- DOTD has studied the traffic needs of this area. Is the Loop as designed following the plan developed by DOTD?
- Please justify the traffic numbers projected to use the Loop.
- The plan presented shows different traffic projections in different portions of the plan please explain.
- The Governor vetoed money for future study why is this still going forward.
- Why was this proposal not submitted through the MPO?
- If DOTD studies show that 73% of the traffic on I-10 and I-12 in the metro area is local traffic why is the money not being spent to address local infrastructure?
- Please provide money estimates of the real costs to taxpayers associated with "gap" funding.
- Why are schools and churches in Livingston Parish not considered in the routes outlined?
- Please provide research on the effect on communities impacted by highways of this type.
- Please address the effect on surrounding property values near the Loop.
- It is stated in the Implementation Plan that additional property can be taken near the highway for the developmental use of the private investors because of their risk. This violates State law. Please explain.
- The Loop funding is projected to be a partnership with private investors with the taxpayers covering a 12% profit to the investors. Justify.
- Several states have used PPP for projects. Studies indicate that several projects have been failures. The States are having regrets at using this funding method. Justify its use here.
- Any project looking toward the future should be considering the needs of future expansion of the I-12 corridor from Covington through Baton Rouge. Please address this point.

- Most private investor will want an immediate profit; a project of this type should look more at the long term needs. The routes should guide future development. Please address needs 10, 20 and 30 years in the future.
- Explain specifically how the routes of the Loop would be “locked down”. (Preserved)
- Why would anybody want to drive several miles further and pay a toll in order to get to the bottlenecks of the 2 Baton Rouge bridges?
- Who in Livingston Parish had an input into the routes selected? The public meetings did not even consider suggestion from the public. Explain and be specific.
- Who pays for the needed changes in local infrastructure? Roads, drainage, utilities, added cost to drivers, added cost to the school system for bus transportation, etc?
- Charts in the Implementation Plan show the cost to the taxpayers to be in the hundreds of millions of dollars annually, which is in addition to tolls. In the present proposal you say the money will come from a State fund that has no money. Be specific where the “gap” funds will come from.
- Do elected leaders in the affected parishes support this project?
- You say that people support this project. The question you asked was: “If the Loop solved our traffic problems would you support the Loop?” The Loop will not solve the traffic issues. Do the proper studies to prove your assumption.
- Who are the investors and prospective investors?
- Who are the new appointees to the Capital Region Planning Authority from Livingston, Iberville and Ascension parishes?
- Did the planners sit down with the elected leadership of Livingston parish as they put this together?
- Will DOTD have a control of the moneys that might come down from DC for this project, and if so who at DOTD?
- Has the Governor given his support to this plan?
- What happens if the citizens of a parish vote to not participate in the Loop?
- The plan supposedly addresses the environment, yet in several locations the final routes have not been determined. How can a Tier 1 approval be issued?
- Livingston and Ascension Parishes have high percent wetlands. Laws associated with mitigation of wetlands require that the land used to mitigate be located in the same hydrologic area. Where can this much land be found in this limited area?
- John Carpenter aid to Kip Holden said in a Senate committee hearing that the investor would decide on the route for the Loop. Justify.
- Summarize the previous findings resulting from studies on a Baton Rouge Loop.
- What happens if nobody uses the Loop? Who pays?
- Tolls are said to be based on \$.15 per mile but it is also said that the investors are encouraged to seek the maximum rate justifiable. What will be the toll rate? Confirm.
- Provide studies considering what will happen to crime rates in Livingston and Ascension Parishes as a result of this so called Loop. Who pays for added cost of law enforcement if the rates go up?

- An environmental study must address the effect on local communities. Provide specific studies on all the communities in the effected parishes. Tier I approval should not be given until these are done.
- Who are the new appointees to the Capitol Region Planning Authority from Livingston, Iberville and Ascension parishes? What was their input into the plan?
- The quality of life for landowners/homeowners whose property is not located in the roadway right of way will be greatly diminished due to close proximity to the roadway and the attendant noise pollution. What provisions have been made to compensate these people for the diminished value of their property and quality of life?
- What is the maximum proposed toll rate that is projected to be charged during the life of the road, and is it realistic and viable?
- What are the provisions for handling the additional traffic load expected on the surface streets in proximity to the interchanges? Who is responsible for this infrastructure?
- Much of the information in the Tier 1 study is several years old including traffic counts and cost estimates. How can a Tier 1 approval be expected using outdated information?
- Your plan calls for land use and zoning regulations in the chosen corridor(s) to prohibit the use of, and development of this land. What happens if the local authorities refuse to comply with your request to lock in this land?
- What are the restrictions on building new multilane or upgrading existing roadways to 4 lanes in proximity of the Loop right of way?
- How will the tolls be collected?
- What is the status of the proposed new river crossing south of the old Hwy.190 Bridge?
- How will the value of property and homes taken for this project be determined? Be specific.
- If the project turn out to be a complete failure, who will be ultimately responsible for paying for it?
- What were the criteria, and the result of any studies on the impact of this road on the school system infrastructure?
- Provide documentation on the number of failures of this type of PPP in like areas to Baton Rouge,
- When most of this plan was drawn the current widening of I-10 and I-12 was not on the horizon. What impact/effects will this project have on the traffic on these roadways in Baton Rouge? Be specific.
- Will the current widening of I-10 and I-12 have an impact on the projected traffic that will use the Loop? Explain.
- What alternatives other than a Loop, have been taken into consideration when developing this plan. Be specific.
- Property values have declined in the past few years. What provisions will be made to people who owe more on their homes or land when they are forced to sell by eminent domain. Will they be forced into bankruptcy?