

CAPITAL IMPROVEMENT PROGRAMS

Included in this section is a summary of major capital improvements which are either continuing into or beginning in 2003, as well as details of the 2003 capital outlay appropriations. Major capital improvements are often subjected to separate budgetary processes, particularly when the improvements are financed through the issuance of long-term debt; therefore, detailed budgets are generally adopted or amended individually through the budget supplement process. In some instances where the revenue stream is conducive to annual appropriation, such as in the case of a pay as-you-go program, budgets for capital improvements are adopted concurrent with the *Annual Operating Budget*. The programs included in this section are not intended to be all-inclusive but represent some of the City-Parish's major capital initiatives.

Horizon Plan. This is a 20-year "Comprehensive Land Use and Development Plan" that focuses on seven major planning elements: land use; transportation; wastewater, solid waste, and drainage; conservation and environmental resources; recreation and open space; housing; and public services, public buildings, and health and human services. Appropriations are included in the operating budget for the Planning Commission, which oversees the development and implementation of the plan.

Capital Improvement Fund. This program, funded primarily through gaming revenues, includes street and intersection improvements, drainage improvements, public building improvements, and other capital expenditures. Budgets for capital improvements utilizing gaming revenues are adopted through the budget supplement process after the funds have been collected; therefore, in most years appropriations are not included in the operating budget. However, in the 2003 budget, two projects funded from gaming revenues are recommended.

Parish Transportation Fund. Funds are provided by the State of Louisiana to local governments and dedicated for the constructing and repairing of roads and bridges, and to assist in the cost of providing public transit. Since these revenues are subject to annual state appropriation and a reasonable estimate can be obtained, the appropriation of these funds is included in the *Annual Operating Budget*. These receipts and disbursements are accounted for in a Special Revenue Fund entitled "Parish Transportation Fund"; see page 239.

Road & Street Improvement Fund. Project-length budgets are presented for the five-year program beginning July 1, 1997 and the 5½ year program beginning July 1, 2002. The program is supported by 60% of a local ½-cent sales tax dedicated for street maintenance and construction. Appropriations for these improvements are proposed to be adopted concurrent with the adoption of the *Annual Operating Budget*.

Parish Street Maintenance Fund—Street & Road Rehabilitation Program. This is a brief discussion and history of this program, which was previously funded through a one-half of one percent sales and use tax levied for the purpose of rehabilitating streets and roads in the parish. Effective July 1, 2002, voters approved the renewal and rededication of the tax for an additional 5½ years. Under the rededication, 40% of the proceeds are dedicated for road rehabilitation, and 60% for road construction. The 40% earmarked for rehabilitation by the City-Parish is accounted for in a Special Revenue Fund entitled "Parish Street Maintenance Fund"; see page 240. Also included in this fund is the distribution of all tax proceeds for the municipalities of Baker and Zachary.

Sewer Capital Improvement Programs. This program is based on a Consent Decree between the City-Parish and the United States Environmental Protection Agency (EPA). Capital improvements relative to this program are primarily funded from bonded indebtedness; therefore, the appropriations are subject to separate budgetary processes. The appropriations for operations and debt service payments are included under the "Comprehensive Sewerage System Fund" in the Enterprise Fund Section of the *Annual Operating Budget*; see page 283.

Baton Rouge Metropolitan Airport District. Information is provided on the major capital improvement projects underway, in particular on the noise mitigation programs and the various projects included in the Terminal Development Program.

Library Capital Improvements Program. A presentation is given of library improvements from the inception of the dedicated Library property tax. This is a pay-as-you-go program, and funds are appropriated each year as a transfer from the Library Board of Control operating budget to the Miscellaneous Capital Projects Fund.

Medical Forensic Facility. This facility on which construction is expected to begin in 2003, will allow for the Coroner's Office to more efficiently perform and administer their duties and will provide for better security.

Riverfront Improvements. A brief discussion is presented on plans for Centroplex improvements and expansion, and the proposed Planetarium/Space Theater/Train Renovation. These improvements will be funded through a combination of revenues at the state and local level and therefore will be subjected to several different budgetary processes. In addition, there is a brief discussion of *PLAN Baton Rouge*, the master plan for the downtown area.

Landfill Improvements. In a 1997 bond issue the City-Parish procured funding necessary for improvements required by the Department of Environmental Quality. The bond proceeds were appropriated through the budget supplement process in October 1997.

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Community Development Block Grant. The fiscal year for this grant program is the federal fiscal year, which does not make inclusion of the appropriation of these funds in the *Annual Operating Budget* feasible. Authorization for the application for and appropriation of these grant funds was approved by the Preliminary Grants Review Committee and the Metropolitan Council during 2002. Funding is included in the 2002-2003 block grant for street and sidewalk improvements.

Public Works Equipment Replacement Program. A discussion is given of the methodology behind this successful program, which has improved services provided to citizens by updating equipment used by employees of the Department of Public Works. Appropriations for this program are included in the Department of Public Works and Central Garage operating budgets.

Departmental Capital Outlay. A summary of the 2003 capital outlay appropriations in the *Annual Operating Budget* is provided. The majority of the items included in this section, mostly equipment and motor vehicles, have a unit of \$5,000 or greater and a useful life of more than two years. The General Fund capital appropriations are included in the General Capital Expenditure Fund in order to be in compliance with GASB 34.

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HORIZON PLAN

The Horizon Plan, a 20-year "Comprehensive Land Use and Development Plan," is at work as the "blueprint for the future." The plan was created with substantial citizen involvement and adopted by the Metropolitan Council in accordance with a Plan of Government amendment approved by voter referendum April 16, 1988. The plan guides the community into the 21st century with sound growth management and development. Economic vitality, a high quality of living, and the efficient use of community resources are important goals of the Horizon Plan. The implementation of the Horizon Plan has been a major focus of the Planning Commission.

In an effort to further refine the "2010 Land Use Plan," the Metropolitan Council adopted new Horizon Plan land use categories. The new Horizon Plan land use categories created a need to develop related zoning districts. After nearly a year in preparation and extensive public meetings, a Zoning Committee recommended new zoning districts consistent with the Horizon Plan land use categories. In 1999, the Metropolitan Council adopted these new zoning districts allowing the continued implementation of the Horizon Plan to move forward with the Subarea/Neighborhood Meeting Process. This process provides a forum in which the citizens throughout East Baton Rouge Parish can review the growth and development plans for the Parish and for their neighborhood. In 2002, the Planning Commission completed this meeting process for Planning Districts 3, 2, and 1, which also completes this process for the City-Parish.

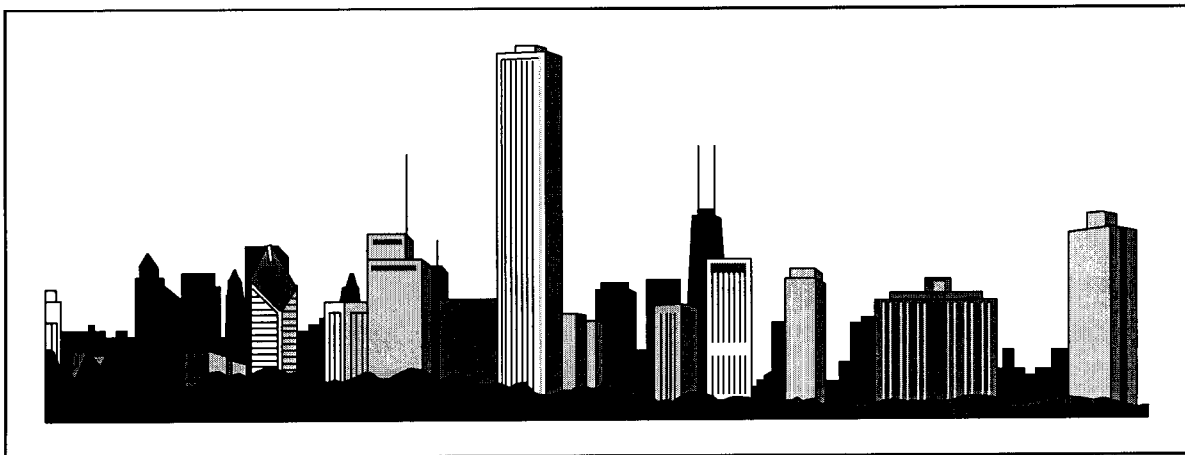
Completion of the Subarea/Neighborhood Planning Process is a major component of the second five-year update of the Horizon Plan. The update, which is performed every five years, is a requirement of the Plan and will be completed in 2002.

GEOGRAPHIC INFORMATION SYSTEM (GIS)

In conjunction with the Subarea/Neighborhood Meeting Process, data collection and entry for the GIS is performed. Field and mapping data are entered into a database to be linked later with an electronic map on a parcel-by-parcel basis. This information is used by planners to make determinations about growth and development for each of the planning districts on a subarea basis.

In 2000, the City-Parish entered into a Memorandum of Agreement with the U.S. Army Corps of Engineers under which the Corps would begin work on an accurate digital base map. The Agreement extends for two years and includes the City-Parish Department of Public Works Engineering and Inspection Divisions, Information Services, and the Planning Commission. This process was continued into 2002 includes the completion of the basemap (transportation, street centerlines, building footprints, and subdivision lots).

Additional funding through the U.S. Army Corps of Engineers has also allowed continuation of this GIS project, which is a four-year project. Task to be completed in 2003 include initiating the parcel layer (property ownership), continue the storm and sanitary sewer layers, continue and complete the political and municipal boundaries, initiate and complete the zoning layer, and the Global Positioning System Data Collection.



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CAPITAL IMPROVEMENT FUND

This fund accounts for capital improvements primarily funded by gaming revenues. Until July 1999, Baton Rouge collected revenues from video poker and riverboat gaming amounting to approximately \$12 million per year. By a vote of the people, video poker was abolished in East Baton Rouge Parish on July 1, 1999, resulting in a loss of \$2 million per year. Riverboat gaming revenues have declined due to the loss of a \$2.50/patron fee received from Argosy Casino in accordance with contract provisions, whereby these fees ceased when construction of a downtown hotel began in August 1999. This leaves approximately \$7 million per year as potential revenue for capital improvements. After setting aside \$4 million for the parish's sewer program, the remaining funds may be used to address capital needs and other important projects of a non-recurring nature. Spending plans are submitted to the Metropolitan Council for consideration. Detailed below are the capital projects other than sewer which have been funded as of December 11, 2002. This presentation represents appropriations made to date for these projects; additional supplemental appropriations may be required in the future in order to complete these projects.

The construction of the street, intersections, and traffic signal improvements will provide increased capacity on the streets, reduce congestion on thoroughfares, and reduce vehicle emissions, thereby improving the air quality in East Baton Rouge Parish.

The replacement of bridges included in this program will eliminate structurally deficient and functionally obsolete structures. The drainage improvements will provide increased capacity of drainage facilities and reduce flooding in the parish.

	CURRENT BUDGET	
	12/11/02	STATUS
SOURCE OF FUNDS:		
General Fund-Fund Balance Undesignated	9,892,823	
General Fund-Gaming Revenues	38,368,980	
Interest Earnings	5,393,135	
Contributions from Private Businesses	468,003	
1965 Capital Improvement Program-Excess Property Taxes	353,527	
Federal & State Assistance	16,016,300	
TOTAL SOURCE OF FUNDS	70,492,768	
USE OF FUNDS:		
PUBLIC BUILDING IMPROVEMENTS:		
Advanced Traffic Management and Emergency Operations Center	802,675	F
Battered Women's Shelter	66,000	F
City-Parish Morgue (Medical Forensic Facility)	500,000	D
Delmont Community Center	200,109	F
Dr. Martin Luther King/Eden Park Community Center Parking Lot	35,177	F
Governmental Building Roof Replacement	170,999	F
Headstart Centers	1,132,037	D,C,F
Health Unit Improvements	12,000	P
Parish Prison Roof Replacement	493,689	C
TOTAL	3,412,686	
CAPITAL EQUIPMENT:		
800 MHz Equipment-Parish Fire Districts	350,000	F
Chaneyville Fire District-Equipment	20,000	F
Low Band Radio System	30,000	F
TOTAL	400,000	
STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:		
Acadian Thruway at Florida Boulevard Intersection Improvement	375,000	C
Acadian Thruway at Government Street	370,000	D
Airway Drive at Cortana Place Signalization	26,772	F
Airway Drive at Tom Drive Intersection Improvement	268,122	F
Amis Property	6,000	P
Anselmo Lane at Bluebonnet Boulevard	400,000	F
Antioch Road/Tiger Bend Road Intersection Improvement	256,959	F
Balis Drive at Perkins Road Intersection Improvement	131,992	F
Bluebonnet at Perkins (Congestion Mitigation)	857,491	F
 (F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

CAPITAL IMPROVEMENT PROGRAMS

CAPITAL IMPROVEMENT FUND (CONT.)

	CURRENT BUDGET	
	12/11/02	STATUS
USE OF FUNDS (CONT.):		
STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:		
Bluebonnet Extension (Burbank to Nicholson)	1,930,500	C
Bluebonnet Library Turning Lane	42,787	F
Brightside Lane at University House Apts.	150,000	D
Burbank at Boyd and at Nicholson	22,350	P
Burbank Drive at Gardere Lane Intersection Improvement	688,066	F
College Drive Improvements Phase I, Phase II, and Phase III	2,777,791	F/F/F
College @ Bawell, College @ Corporate, and College @ Jefferson	7,000	P
College at I-10	500,000	D
College Drive @ I-10 Intersection Improvements	9,000	P
Concrete Patching/Removal Congress Blvd. and Bluebonnet	163,039	F
Corporate Boulevard Traffic Signal at Energy Drive	21,955	F
Coursey at Jones Creek and at Stumberg	10,000	P
Dalrymple Drive/University Lake Bicycle Path Project	75,000	P
Dijon Drive Extension (Perkins Road to Picardy Drive)	919,064	F
Downtown Traffic Construction	30,000	F
East Airport	1,205,784	F
Essen Lane at I-12/Sholer	10,000	P
Essen Lane at Sholer	4,425	P
Flannery Road Bridge at Engineer's Depot Canal	2,096,718	F
Flannery Road at Florida Boulevard Intersection Improvement	383,071	C
Flannery Road at Goodwood Boulevard Intersection Improvement	298,696	F
Goodwood Blvd. at Lobdell Intersection Improvement	30,000	F
Goodwood Blvd./East Airport Drive Intersection Improvement	988,159	F
Goodwood Blvd./Lobdell Avenue Intersection Improvement	281,968	F
Government Street/River Road Realignment	60,000	P
Hennessy Boulevard Turning Lane at Essen Lane	104,955	F
Highland Road at East Parker/West Parker	104,954	F
Highland Road at East Petroleum Drive	24,000	P
Highland Road at Gardere Lane Intersection Improvement	102,408	F
Highland Road at Perkins Road	275,328	C
Highland Road at Staring Lane Intersection Improvement	99,326	F
Highland Road/I-10 Ramp Improvement	45,662	F
Highland Road at East State Street	10,000	P
Highway 19 (Lavey Lane to Twin Oaks)	75,000	P
Highway 61 at Mt. Pleasant Road Turning Lane Improvements	700,000	P
Hoo Shoo Too Rd at Jefferson Hwy	375,442	F
Hunters Lake Second Filing	15,000	P
Industriplex at Exchequer Drive Intersection Improvement	237,167	F
Jefferson Highway Improvements Lobdell Ave. to Corporate Blvd.	348,328	Canceled
Jefferson Highway at Brentwood Drive	5,000	P
Jefferson Trace Traffic Impact Study	7,500	P
Jefferson Terrace Impact Study	4,098	P
Joor Road at Lovett Road	4,500	P
Jones Creek at Ferrell Drive Traffic Signal Improvement	89,039	F
Jones Creek Road Traffic Signal at Tiger Bend Road	12,011	F
Jones Creek Road (Tiger Bend to Coursey Blvd.)	442,732	D
Jones Creek Road (Tiger Bend Road to South Harrell's Ferry Road)	501,343	F
Kerkhove Tract (Bistone Avenue) Racetrac	5,000	P
La. Highway 19 at Lavey Lane Intersection Improvement	594,903	F
Lobdell Boulevard at South Choctaw Drive	12,130	P
McHugh Road/Carpenter Road	425,000	F
McHugh Road	50,000	D
Millerville Road (I-12 to South Harrells Ferry Road)	26,000	F
Millerville Road/S. Harrell's Ferry Road Intersection Improvement	358,378	F
Nicholson at Brightside	17,500	P
Nicholson Drive at Gardere Lane	7,000	P

(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)

CAPITAL IMPROVEMENT PROGRAMS

CAPITAL IMPROVEMENT FUND (CONT.)

	CURRENT BUDGET	
	12/11/02	STATUS
USE OF FUNDS (CONT.):		
STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:		
North Foster Drive at Airline Highway Intersection Improvement	344,594	F
North Foster Drive at Gus Young Avenue	250,000	D
North Sherwood Forest Drive (Sth. Choctaw to Greenwell Springs Rd.) St. Impr.	50,000	D
N. Sherwood Forest Blvd./S. Choctaw Drive Intersection Improvement	3,292,960	F
North Stevendale Road at Florida Blvd.	150,000	D
Oak Villa Boulevard Extension (Crossway Drive to S. Choctaw Drive) Phase II	1,895,664	F
Oak Villa Boulevard Extension (S. Choctaw Dr. to Greenwell Springs Rd.)	4,669,217	F
Off-System Bridge Program	35,000	P
Old Hammond Hwy. Intersection Improvements	1,078,603	F
Old Jefferson Hwy. at Barringer Foreman Rd/Antioch Rd/Primary School Dr.	168,000	C
Old Slaughter Road Rehabilitation (La. Highway 64 to Dead End)	242,653	F
O'Neal Lane/George O'Neal Intersection Improvement	467,361	F
O'Neal Lane at I-12	9,037	P
Pelican Bay Apartments, Phase II	5,580	P
Perkins Road from Siegen Lane to Bluebonnet	1,481,440	F
Perkins Road Overpass	23,816	F
Perkins Road at Quail Drive	19,351	P
Picardy Avenue at Essen Lane Intersection Improvement	74,610	F
Picardy Drive Turning Lane at Essen Lane	165,697	F
Ponderosa Drive Improvements	165,136	F
Pride Port Hudson @ LA 19 Intersection Improvement	100,014	F
Railroad Crossing Improvement (Choctaw @ Greenwell Springs Road)	110,000	P
Reiger Road at Siegen Lane	22,000	P
Sharp Road at Goodwood Boulevard Intersection Improvement	228,693	F
Sherwood Forest Blvd. at N. Harrell's Ferry Rd. Intersection Improvement	1,609,618	C
Sherwood Forest Blvd., I-10, and Mead Road	6,825	P
South Choctaw Drive at Airway Drive Intersection Improvement	489,031	F
South Choctaw Drive at Sorrell Avenue Intersection Improvement	254,629	F
South Harrell's Ferry Rd at Jones Creek Rd Intersection Improvement	264,293	F
South Sherwood at Coursey Intersection Improvements	130,757	F
South Sherwood/I-12 Lane Improvements	41,000	D
Stanford Avenue at West Lakeshore Drive	233,162	F
Staring Lane at Hyacinth	400,000	D
Stevendale Road @ Florida Boulevard Intersection Improvement	50,000	P
Stumberg Lane/Coursey Boulevard Intersection Improvement	257,132	F
Sullivan Road at Lovett Road	500,000	D
Summa Drive at Essen Lane Intersection Improvement	257,467	F
Tiger Bend Road (Jefferson Highway to Antioch Road) Congestion Mitigation	5,461,049	C
Tom Drive (Airway to Oak Villa)	2,800,250	F
Valley Street at Perkins Road Intersection Improvement	59,594	F
West Parker at Highland Road Intersection Improvement	120,306	F
YMCA Plaza and Perkins Road	48,870	F
TOTAL	48,510,822	
DRAINAGE IMPROVEMENTS:		
Aster- Chimes Drainage Improvements	3,383,264	C
Aster Street Drainage (Alaska Street/West Chimes)	150,000	P
Azalea Lake Weir Modifications	10,000	P
Baird Drive/Albert Hart Dr. Drainage Improvements	285,304	F
Bayou Fountain	3,282,415	F
Beaver Bayou Phase II C & S (Greenwell Springs Rd. to Wax Rd)	82,924	F
Blackwater Bayou C&S (Comite River to Hooper Rd.)	43,246	F
Blackwater Bayou C&S (Hooper Road to Blackwater Rd)	88,501	F
Boyd Ave Culvert Extension, 22nd to Fuqua (Bogan Walk)	1,007,035	F
(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

CAPITAL IMPROVEMENT PROGRAMS

CAPITAL IMPROVEMENT FUND (CONT.)

	CURRENT BUDGET	
	12/11/02	STATUS
USE OF FUNDS (CONT.):		
DRAINAGE IMPROVEMENTS:		
Broadmoor Avenue	271,055	F
Brushy Bayou/Whites Bayou C&S Phase I	400,000	P
Comite River at Hooper Road Wetland Delineation	90,000	F
Concrete Canal Lining Repairs	1,045,675	C
Dawson Creek C&S Phase II (Wards Creek to Perkins Rd)	248,755	F
Dawson Creek C&S Phase III	216,916	F
Dawson Creek C&S (Perkins Rd. to Kenilworth)	157,158	F
Earl K. Long Drainage	23,900	C
East Lakeshore	35,000	C
Elbow Bayou Wetlands Delineation	12,680	C
Elm Grove Garden Sidewalk & Drainage Improvement	50,000	P
Fairfields Lateral Enclosure at Acadian Thruway	138,017	F
Goodwood at Woodcliff Drainage Improvement	50,000	P
Greenwell Street at Airline Highway Drainage Imp.	50,000	P
Jefferson Place Drainage Improvement	400,000	P
Hurricane Creek Drainage Improvement	150,000	P
Lakeside Subdivision Outfall Improvement	119,403	F
Mid-City Sidewalk & Drainage	270,450	F
Morgan Place Lateral of Blackwater Bayou Clearing & Snagging	93,041	F
Normandy Acres Drainage Improvements. (Charmaine to Normandy Lateral)	226,382	F
N. 5th Street (Between North Blvd. and Convention St.)	77,514	F
Old Wards Creek	400,000	P
Plantation Trace Drainage	107,579	F
Scotlandville Drainage Outfall Improvements	15,500	F
Sharp Road Box Culvert	194,866	F
Shenandoah Subd. Confederate Ave Outfall	300,329	F
Sherwood Forest Dr./N. Harrell's Ferry Rd. Drainage Outfall (Section 1)	569,591	F
South Highlands Drainage Improvements	211,144	F
Sunshine Gardens Outfall Improvements	40,933	F
Upper Bayou Fountain Drainage Improv. LSU to Bob Petit	1,008,763	F
Weiner Creek Drainage Improvements	684,245	F
Westminister Subdivision (Back-Flow Valves)	250,000	C
Woodland Ridge Drainage Improvements	415,786	F
Zachary Estates Drainage Improvements	486,889	F
TOTAL	<u><u>17,144,260</u></u>	
OTHER IMPROVEMENTS:		
STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL		
Relocation of Utilities Across River Road	150,000	F
Downtown Streetscape for Arts Block	875,000	D
TOTAL	<u><u>1,025,000</u></u>	
CONTINGENCIES	<u><u>0</u></u>	
GRAND TOTAL USE OF FUNDS	<u><u>70,492,768</u></u>	
(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

CAPITAL IMPROVEMENT PROGRAMS

PARISH TRANSPORTATION FUND

The State of Louisiana provides funding to local governments through the Parish Transportation Fund. These monies can be used for the constructing and repairing of roads and bridges and to assist in the cost of providing public transit. These receipts are accounted for in a Special Revenue Fund entitled "Parish Transportation Fund." Prior to 1995, these receipts were used primarily as a supplement to the Public Works Street and Bridge Repair Divisions' supplies budgets, emergency bridge repair contracts, operational support for Capital Transportation Corporation (CTC), and for the purchase of new buses for CTC. During 1995, the Department of Public Works began a bridge replacement and street improvement program utilizing these funds. The state statute governing these funds requires the development of a three-year capital improvement program approved by the governing authority. The 2003 budget includes \$1.25 million for bridge improvements as shown below.

Construction on the bridge replacements on Core Lane at Drainage Canal and on Balis Drive at Dawson Creek will be completed during the first quarter of 2003. Construction will begin during the first quarter of 2003 on bridge replacements on Gore Road at Gibben's Lateral and on Antioch Road at Claycut Bayou. Construction on the bridge replacement on Comite Drive at Comite River will begin during the third quarter of 2003.

Although a large amount of funding was shifted in 1995 from supplementing the Public Works operating budget for repairs to funding these capital improvements, the long-term impact on the operating budget will be positive since the condition of parish bridges is improving and repairs are less costly. This program has allowed the City-Parish to shift from the "band-aid" approach of repairing bridges to meet minimum safety requirements to an aggressive bridge replacement program. The 2003 budget also includes funding from the Parish Transportation Fund for the following operational needs: \$600,000 for repairing streets and bridges; \$575,000 for emergency bridge repairs; and \$947,230 for CTC operations.

PROJECT TITLE DESCRIPTION	1995-2002 BUDGET	2003 BUDGET	2004-2005 PROJECTION	TOTAL BUDGET	STATUS
Bridge Improvements:					
Pecue Lane Bridge	\$4,392	\$0	\$0	\$4,392	F
North Flannery Road @ Engineer's Depot Canal	85,850	0	0	85,850	F
Barringer-Foreman Road @ Ward's Creek	381,879	0	0	381,879	F
Vermont Street @ Corporation Canal	267,036	0	0	267,036	F
Matthews Street @ Robert Canal	324,096	0	0	324,096	F
Summers Road @ Lateral of Beaver Bayou	40,000	0	0	40,000	F
Dyer Road @ Comite River	2,415,005	0	0	2,415,005	F
South Harrell's Ferry Road @ Knox Branch	78,346	0	0	78,346	F
Elliot Road @ Drainage Bayou	470,000	0	0	470,000	F
Valley Street @ Dawson Creek	540,861	0	0	540,861	F
Elm Drive @ Hurricane Creek	447,078	0	0	447,078	F
Mahoney Road @ Mill Creek	423,286	0	0	423,286	F
Wilson Street Bridge @ Cypress Bayou	48,000	0	0	48,000	F
North Sherwood Forest Box Culvert	116,083	0	0	116,083	F
Core Lane @ Drainage Canal	522,179	0	0	522,179	C
Balis Drive @ Dawson Creek	520,450	0	0	520,450	C
Gore Road @ Gibben's Lateral	100,000	0	0	100,000	D
Antioch Road @ Claycut Bayou	645,000	0	0	645,000	D
Comite Drive @ Comite River	1,550,000	1,000,000	0	2,550,000	D
Frenchtown Road @ Beaver Bayou	1,165,460	0	834,540	2,000,000	D
Fairchild Street @ Monte Sano Bayou	100,000	0	0	100,000	D
Contingency	100,363	250,000	101,000	451,363	P
	10,345,364	1,250,000	935,540	12,530,904	
Street Improvements:					
Monterrey Drive (Local match)	900,000	0	0	900,000	F
Industriplex @ Exchequer Drive Intersection	275,000	0	0	275,000	C
TOTAL	\$11,520,364	\$1,250,000	\$935,540	\$13,705,904	

(F) COMPLETE

(D) DESIGN

(C) CONSTRUCTION

(P) PROGRAMMED

CAPITAL IMPROVEMENT PROGRAMS

ROAD & STREET IMPROVEMENT FUND

On November 17, 2001, East Baton Rouge Parish voters renewed a ½-cent sales tax and rededicated the proceeds between maintenance and construction. The three previous tax authorizations, covering the period July 1, 1990, through June 30, 2002, were to be used for road rehabilitation with the last renewal including a construction component. The tax renewal, authorized for an additional five and one-half years July 1, 2002 through December 31, 2007, dedicates 40% of the proceeds for the repair of public roads and streets within East Baton Rouge Parish, including necessary engineering services, and commits the remaining 60% for new street construction to be performed on a pay-as-you-go basis. The tax dedication identified the new streets to be constructed in a document identified as the Blue Book. The proceeds of this tax are accounted for in two funds. The 40% for rehabilitation is accounted for in the Parish Street Maintenance Fund, which is in the Special Revenue Fund section of the Annual Operating Budget. The 60% for construction is accounted for in a Capital Projects Fund entitled Road & Street Improvement Fund. Since this program is funded on a pay-as-you-go basis, an annual appropriation is required and is therefore being adopted simultaneously with the Annual Operating Budget.

Revenue estimates indicated that the 2002-2007 tax would yield approximately \$163.7 million. Of this amount \$98.2 million will be dedicated for the transportation improvement projects and the remaining \$65.5 million will be dedicated for the continuance of the current street and road rehabilitation as indicated above. Included in the \$98.2 million is funding for some of the projects from the 1997-2002 tax which were unable to be fully funded by the proceeds of the dedicated sales tax within the five-year time frame of the tax. The need for supplemental funds is attributed to numerous factors. Many relate to requirements mandated by the state Department of Transportation and Development and the U.S. Army Corps of Engineers. Others address the concerns of property owners in the vicinity of the projects. The cost of construction and right-of-way acquisition has increased beyond expectations and has exceeded the inflation factor used in estimates. Additional lanes, drainage, and traffic signals have been required by state and federal agencies. Environmental costs to address abandoned underground tanks, asbestos in buildings to be demolished, and ground contamination will be incurred. Federal requirements for specific types of ramps to interstate highways must be met, and the lengthening of certain bridges to address flooding concerns is considered vital.

This will increase roadway network capacity, thus allowing for better traffic flow. Construction was completed on South Choctaw Drive from North Sherwood Forest to Dumont Drive in May 1998. Construction on Stumberg Lane (Jefferson to Coursey), and Nicholson Drive (S. Stadium to Burbank) were completed in 2000. Construction on Bluebonnet (I-10 to Jefferson Highway) was initiated in late 1999 and completed in 2001. Construction on South Choctaw (Monterrey Boulevard to North Sherwood Forest Drive) was initiated in 2000 and completed in 2001. Construction on Bluebonnet (Jefferson to Airline Highway) was initiated in 2001 and completed in 2002. Construction began on McClelland Drive (Evangeline to Airline) during 2002, and will be completed in 2003. Construction will begin on North Boulevard and Blount Road (Scenic Highway to Elm Grove Garden Drive) in 2003, and is expected to be completed in 2004. Construction will begin on Blount Road (Elm Grove Garden Drive to Plank Road) and the I-10 Frontage Roads in 2003. The Central Thruway roadway alignment is under review by the U.S. Army Corps of Engineers.

Under the 2002-2007 program, design will continue in 2003 on all seven new projects while construction will begin on the following: George O'Neal Road Improvement (Jones Creek Road to O'Neal Lane); Lobdell Avenue Improvement (Jefferson Highway to Goodwood Boulevard); Picardy Avenue Extension (Essen Lane to Bluebonnet Boulevard); and Embankment work on the O'Neal Lane Improvement (George O'Neal Road to South Harrell's Ferry Road)

CAPITAL IMPROVEMENT PROGRAMS

ROAD & STREET IMPROVEMENT FUND (CONT.)

BUDGET SUMMARY	2002 & PRIOR BUDGET	2003 BUDGET	2004-2005 PROJECTION	TOTAL 5-YEAR
ROAD & STREET IMPROVEMENT (1997 - 2002)				
SOURCE OF FUNDS:				
General Sales & Use Tax, Including Audits & Interest	82,247,860	0	0	82,247,860
Interest Earnings	6,278,800	0	0	6,278,800
Transfer from General Fund	50,000	0	0	50,000
Contributions from Private Businesses	2,000	0	0	2,000
TOTAL SOURCES	\$88,578,660	\$0	\$0	\$88,578,660
USE OF FUNDS:				
Blount Road Improvement (Scenic Hwy. to Plank Rd.)	11,400,000	0	0	11,400,000
Bluebonnet Road Realignment (I-10 to Airline Hwy.)	18,741,760	0	0	18,741,760
Central Thruway (S. Choctaw Dr. to Greenwell Springs)	13,081,780	0	0	13,081,780
I-10 Frontage Roads (Phase I) (Bluebonnet to Siegen)	16,548,760	0	0	16,548,760
McClelland Drive (Evangeline St. to Airline Hwy.)	4,000,000	0	0	4,000,000
Nicholson Drive (S. Stadium Rd. to Burbank Dr.)	2,835,100	0	0	2,835,100
North Boulevard (10th St. to 19th St.)	7,500,000	0	0	7,500,000
Perkins Road (Essen Ln. to Siegen Ln.)	2,500,000	0	0	2,500,000
South Choctaw Drive (Monterrey Dr. to Dumont Dr.)	7,247,810	0	0	7,247,810
Stumberg Lane (Jefferson Hwy. to Coursey Blvd.)	4,723,450	0	0	4,723,450
Contingencies	0	0	0	0
TOTAL USES	\$88,578,660	\$0	\$0	\$88,578,660

BUDGET SUMMARY	2002 & PRIOR BUDGET	2003 BUDGET	2004-2007 PROJECTION	TOTAL 5½ YEAR
ROAD & STREET IMPROVEMENT (2002 - 2007)				
SOURCE OF FUNDS:				
General Sales & Use Tax, Including Audits & Interest	8,567,340	17,250,000	71,382,660	97,200,000
Interest Earnings	50,000	150,000	850,000	1,050,000
Transfer from General Fund	0	0	0	0
TOTAL SOURCES	\$8,617,340	\$17,400,000	\$72,232,660	\$98,250,000
USE OF FUNDS:				
Completion of 10 Existing Projects:				
Central Thruway (S. Choctaw Dr. to Greenwell Spr.)	0	0	19,000,000	19,000,000
Comite Drive (Plank Road to Comite River)	750,000	500,000	16,300,000	17,550,000
George O'Neal Road (Jones Creek Road to O'Neal Ln.)	1,500,000	4,750,000	0	6,250,000
Lobdell Avenue (Jefferson Highway to Goodwood Blvd)	1,000,000	4,500,000	0	5,500,000
O'Neal Lane (George O'Neal Ln. to S. Harrell's Ferry Rd.)	350,000	5,317,340	8,282,660	13,950,000
Picardy Avenue (Essen Ln. to Bluebonnet Blvd.)	3,767,340	232,660	0	4,000,000
S. Choctaw Drive (Flannery Road to Central Thruway)	500,000	1,100,000	7,900,000	9,500,000
S. Harrell's Ferry Rd. (S. Sherwood Forest Blvd. to Millerville Road)	750,000	1,000,000	20,750,000	22,500,000
TOTAL USES	\$8,617,340	\$17,400,000	\$72,232,660	\$98,250,000

CAPITAL IMPROVEMENT PROGRAMS

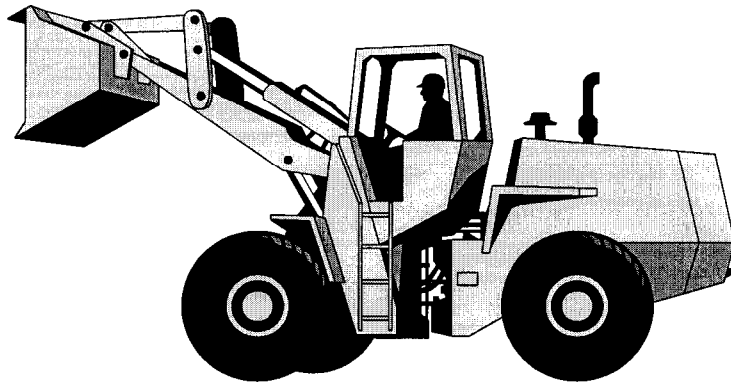
PARISH STREET MAINTENANCE FUND STREET & ROAD REHABILITATION PROGRAM

On May 5, 1990, the voters of East Baton Rouge Parish authorized the levy of a ½-cent sales and use tax for the purpose of rehabilitating streets and roads in this parish. Local voters initially approved the tax for a three-year period, which ended June 30, 1993. In 1993 parish voters extended the program for an additional four years. In 1997 voters approved the renewal of this tax for a five-year period with 60% dedicated for street construction and the remaining 40% to be used for rehabilitation. On November 17, 2001 the voters extended this tax for an additional five and one-half years. Revenue estimates indicated that the 2002-2007 tax would yield approximately \$163.7 million. Of this amount \$98.2 million will be dedicated for the transportation improvement projects and the remaining \$65.5 million will be dedicated for the continuance of the current street and road rehabilitation.

The Department of Public Works (DPW) prepares a quarterly report that details rehabilitation projects from the inception of the program to the date of the report. All taxes collected in the cities of Baker and Zachary are returned to those cities to be spent on street improvements in those jurisdictions. From the inception of the tax through December 31, 2002, an estimated \$6.5 million will have been forwarded to Baker and \$7.2 million to Zachary. During this time period, revenues in excess of \$213 million will have been collected for the rehabilitation of roads in the City-Parish portion of the program. Approximately 1,450 miles of roads have been rehabilitated.

The miles completed in this program are slightly less than 85% of the total mileage in the parish road system. This program has reduced maintenance needs in the street and road divisions of DPW, freeing employees to perform additional grass and litter maintenance, catch basin repairs, etc. The program has also made the roads in the parish safer by installing new reflective markers, striping the new roadways, and improving the shoulders. A one-year warranty is required from the contractor. At the end of eleven months, an inspection is made, and any deficiencies are corrected by the contractor before the road is turned over to DPW for normal maintenance. A pavement management system is currently being implemented in order to identify preventive maintenance requirements. Preventive maintenance will include micro-sealing, thin overlay, the widening of embankments, etc.

In 2003, the proposed operating budget includes projected revenues of \$12,791,370. Of this amount, \$528,170 and \$750,040 are expected to be collected in the City of Baker and City of Zachary, respectively. The numbers cited for Baker and Zachary represent 100% of the proceeds from the tax for those jurisdictions. Funds are forwarded directly to these two municipalities, which are responsible for contracting construction and rehabilitation. The City-Parish portion of the program in the amount of \$11,513,160 represents 40% of the proceeds from the tax, and should rehabilitate approximately 52 miles of streets and roads in 2003. These appropriations are included in the Parish Street Maintenance Fund located in the Special Revenue Fund section of the Annual Operating Budget. The remaining 60% in funding is accounted for in the Road & Street Improvement Fund, a capital project fund which is detailed immediately preceding this discussion.



CAPITAL IMPROVEMENT PROGRAMS

SEWER CAPITAL IMPROVEMENT PROGRAMS

EPA and Non-EPA Construction Programs

On March 14, 2002, the City-Parish entered into a new consent decree with the United States Environmental Protection Agency (EPA) and the Louisiana Department of Environmental Quality (DEQ) relative to sanitary sewer overflow improvements in East Baton Rouge Parish. This new consent decree replaces the one that East Baton Rouge Parish has operated under since 1988. The new consent decree requires the City-Parish to make sewer infrastructure improvements to reduce sanitary sewer overflows within the Parish. This consent decree prevents the federal government from imposing potential penalties of \$43 million on the City-Parish and allows until December 31, 2014, to complete the Sanitary Sewer Overflow SSO Capital Improvements Program. The execution of this consent decree by all parties also avoids a lengthy and expensive lawsuit, provides for the rehabilitation and expansion of the sewer system, and improves the environment by reducing the number of overflows.

As of October 31, 2002, the City-Parish had appropriated \$544 million for sewer capital improvements. Of this amount, \$64.3 million will fund the first phases of the SSO Plan. This massive construction program is expected to cost approximately \$618 million and must be completed by December 31, 2014. The next section discusses the SSO Plan in more detail.

To assist the City-Parish in its planning, engineering, and construction endeavors, five EPA grants have been awarded to the City-Parish totaling \$6.1 million, with the local 45% match providing \$5.0 million, for a total of \$11.1 million. The purpose of these grants is to assist the City-Parish in evaluating the condition of the sewerage system, to provide funding for improvements at the South Wastewater Treatment Plant, and to assist the City-Parish in implementing the SSO Plan.

STATUS AS OF OCTOBER 31, 2002

Sources of Funds:	
Long Term Bonds (Net of Issuance Costs and Debt Service Reserves)	\$357,400,230
Pay-As-You-Go Funding	116,775,840
EPA Grant - Federal and Local Match for Construction Only	7,413,960
Sewer Impact Fees	8,380,580
Miscellaneous	270,000
Interest Earnings	53,768,940
Total Sources of Funds	\$544,009,550
Uses of Funds:	
EPA Related Projects:	
North Treatment Plant	\$86,423,050
Central Treatment Plant	35,394,920
South Treatment Plant	77,341,640
Phase IB Miscellaneous Treatment Plant Improvements	956,530
Sanitary Sewer Overflow Corrective Action Plan	64,296,900
Non-SSO Infrastructure Improvements	6,000,000
Supplemental Environmental Projects (SEPS)	1,125,000
Trunkline System	93,107,840
Overflows/Bypasses	29,170,230
Suburban Treatment Plant Upgrade/Demolition	5,249,320
Rehabilitation Construction	21,054,200
Design Engineering	14,599,560
Construction Administration	12,291,350
Total EPA Related Projects	447,010,540
Non-EPA Related Projects:	
Miscellaneous Treatment Plant Improvements	10,543,860
Rehabilitation Construction	78,293,380
Telemetry System	3,187,450
Sewer Impact Fees Projects	4,094,600
Miscellaneous Projects	879,720
Total Non-EPA Related Projects	96,999,010
Total Uses of Funds	\$544,009,550

SEWER CAPITAL IMPROVEMENT PROGRAMS (CONT.)

Sanitary Sewer Overflow (SSO) Corrective Action Plan

The objective of the Sanitary Improvement Program and in particular the SSO Corrective Action Plan is to identify the most cost-effective methods of controlling overflows in the sewer collection system, while providing continuous service to all existing customers and potential future customers. This program will provide the City-Parish with the ability to protect public health through the control of SSOs, improve customer service, provide capacity for future growth, and implement a long-term maintenance program to protect existing and future capital investments. Goals of the program include:

- Protecting the public health through the control of sewer overflows, back-ups and stoppages, thereby keeping sewage out of homes and yards.
- Reducing claims against the City-Parish resulting from backups, overflows, and stoppages.
- Complying with national, state, and local laws including the Clean Water Act, EPA Region Six SSO policies, and Louisiana DEQ Policies.
- Developing a comprehensive hydraulic sewer model of the sanitary sewer gravity collection system and the pressurized sewer transmission system for the purpose of assessing the capacity of the system and evaluating corrective actions and future capacity requirements.
- Reducing peak wet weather flow factors in a cost effective manner through the development of inspection procedures and design criteria for sewer rehabilitation, relief sewers, and new sewer construction.
- Developing procedures for inspecting and ranking areas in need of rehabilitation.
- Determining the cost effectiveness of current and future sewer and manhole rehabilitation projects through the collection of pre-rehabilitation and post-rehabilitation flow data.
- Resolving dry and wet weather flow issues in order to provide sewer and treatment capacity for future growth.

A study indicated that SSO problems are caused by a combination of inadequate system maintenance and insufficient conveyance capacity during wet weather conditions. Sufficient capacity does exist within the system to handle all dry weather flows. The plans to control SSOs are as follows:

- Operations and Maintenance - Establishing an improved preventive maintenance program. *The 2003 operating budget will provide an additional \$2,000,000 for this program, \$1,207,940 for repair and maintenance of plant equipment, and \$400,000 for repair and maintenance of sewer wet wells.*
- Sewer Rehabilitation - Rehabilitating existing sewer infrastructure in selected areas. Emphasis is to be placed on the inspection of sewers to determine priorities of needs, concentrating on structural rehabilitation, and the establishment of a cycle of inspection and renewal/replacement. *The 2003 operating budget will provide \$2,000,000 for emergency point repairs.*
- Capital Improvements - Constructing holding facilities to contain overflows until they can be released into the system for treatment, and construct additional conveyance facilities to avoid overloading during peak flow conditions. Upgrade and construct new pump stations and force mains to provide the additional capacity required during wet weather conditions. The estimated cost to implement the SSO construction program is \$618 million.

The City-Parish began to address the long-term financing requirements of the SSO construction program with the passage of Ordinance 11542 on August 25, 1999. This ordinance authorized a 95% increase in sewer user fees to be phased in over a three-year period beginning on January 1, 2000, and concluding on January 1, 2002. The City-Parish solidified its financial plan with respect to funding the SSO Capital Improvements Program by adopting Ordinance 12334 on June 12, 2002. This ordinance provides for a 10% sewer user fee increase on January 1, 2003, and a 4% annual increase every year thereafter. This will provide the City-Parish with a revenue base that is sufficient to back the issuance of sewer revenue bonds to assist in financing the SSO Capital Improvements Program. The City-Parish will continue to aggressively seek federal and state grant funds for the program, as well as other financing alternatives.

CAPITAL IMPROVEMENT PROGRAMS

BATON ROUGE METROPOLITAN AIRPORT DISTRICT

The Airport was successful in obtaining the location for the new Atlantic Southeast Airline (ASA) Maintenance Facility. The facility will initially employ approximately 55 employees with an average salary of \$40,000. This accomplishment was the result of many governmental and private companies working together to promote the Airport as the choice for this facility. On November 28, 2001, the notice to proceed was issued for construction of the facility and it is scheduled to be completed in January 2003. State Capital Outlay funds in the amount of \$5.1 million are being utilized to construct this facility.

In addition, the Airport has received funding to commence the rehabilitation of Runway 4L-22R. The Federal Aviation Administration (FAA) is providing 90% of the funding (\$20,578,055) on a pay-as-you-go basis and the State Office of Aviation is providing the remaining 10% (\$2,286,451). Construction is being done in phases as funding becomes available. The initial phase of the project was awarded to the contractor in September 2002, and should be completed in 2004.

	Committed 09/23/02	Estimated Project Budget
SOURCE OF FUNDS		
City Sales Tax Revenue Bonds	\$12,500,000	\$12,500,000
State Capital Outlay	5,145,673	9,251,571
State Capital Match	13,849,955	9,644,646
Bond Fund	2,537,873	2,498,240
Airport Discretionary Cash	1,058,603	1,355,946
FAA / State Grants	24,517,008	45,906,090
Passenger Facility Charges	7,741,439	7,806,471
Pre-lease	637,413	637,413
Maintenance and Operations	4,095,237	4,164,411
Renewal and Replacement	302,979	482,870
State Office of Economic Development	75,000	75,000
Federal Emergency Management	37,218	37,303
Inherently Low Emission Airport Vehicle (ILEAV) Grant	65,000	65,000
Louisiana Community Development Authority	4,102,224	4,731,084
Airport Operating Budget	15,951	15,988
TOTAL SOURCE OF FUNDS	\$76,681,573	\$99,172,033
USE OF FUNDS		
Terminal Building Renovation	\$43,555,203	\$43,946,719
Air Cargo Facility	3,999,569	4,178,253
Terminal Access Road	2,784,340	2,792,512
Overlay Taxiways & Aprons	4,764,039	6,606,343
Alternative Fuel Pilot Program (ILEAV)	466,603	523,669
Reconstruct Runways	7,228,297	25,333,333
Fire Equipment	53,169	53,291
Engineered Material Arresting System	3,728,437	3,900,000
Master Plan Program Management	1,893,900	2,883,178
Loading Bridges	2,208,324	2,837,184
Security Reimbursement	89,766	89,766
Clear Zone Easement	971,939	1,027,785
Airport ASA Hangar	4,937,987	5,000,000
TOTAL USE OF FUNDS	\$76,681,573	\$99,172,033

BATON ROUGE METROPOLITAN AIRPORT DISTRICT (CONT.)

Further, the Airport was one of ten Airports to receive a grant from the FAA as part of the Alternative Fuel Pilot Program. This program will enable the Airport to build an alternative fuel station at the Airport Texaco service facility. This grant provides for the construction and maintenance of the station and for the purchase of an alternative fuel vehicle to be used at the Airport. This program has several private partners who will provide funds, maintenance, and other in-kind services.

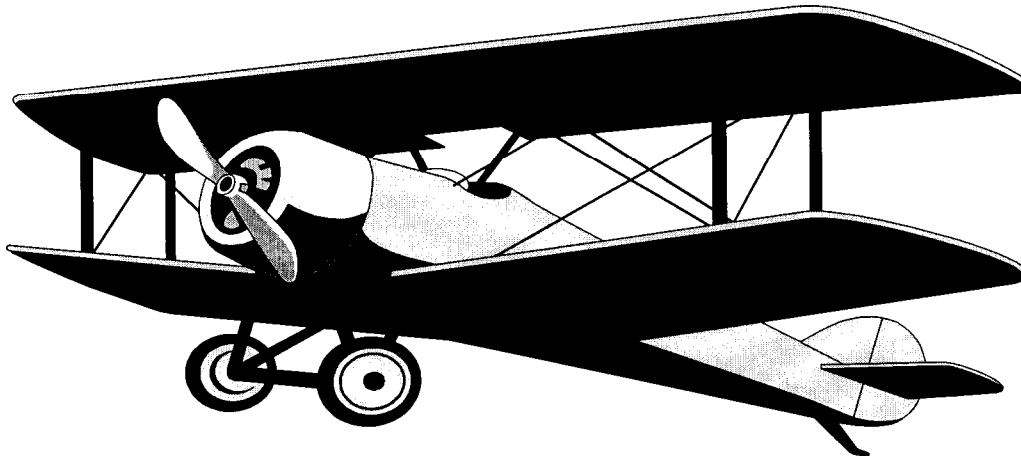
The FAA has also awarded a grant to the Airport to conduct a master plan study which will serve as the blueprint for future projects. This plan is composed of input from the Airport, local, state, and federal governments, businesses in the region, private citizens, and other interested participants. This plan is mandatory and must be completed and updated periodically. All projects in the plan must receive federal approval before they will participate in the funding of the projects.

The Airport also received grants to undertake the construction of Phase II of the perimeter road and the first installment of a three-year plan to reconstruct the terminal apron and provide for the apron drainage project.

NOISE REDUCTION PROGRAM

The noise reduction and abatement program at the Greater Baton Rouge Airport District is one of the most aggressive of such programs in the United States. Among its activities are sales assistance, in which residents try to sell their homes with the assistance of the Airport; a comprehensive insulation and sound reduction package for those who live in secondary noise areas; and the newly-instituted easement program, wherein the Airport pays the homeowner a one-time fee for a noise aviation easement (clear zone), or the right to fly through the air space over the homeowner's property.

These programs help the Airport create a non-residential noise buffer zone around the Airport and, where possible, a greenbelt. They demonstrate the Airport's willingness to be a good neighbor to the community. In 2002, the FAA and the State Office of Aviation awarded an additional \$8.8 million to the Airport for noise mitigation. In this program, the Airport has successfully mitigated 1,293 homes, two schools, and one church out of 1,746 properties approved to be mitigated by the FAA noise study. The Airport has received in excess of \$62.7 million to fund these projects since 1986. There are presently approximately 400 homes under contract for noise mitigation. The majority of the funding for the programs comes from state and federal grants, with smaller amounts from the Airport's passenger facility charges.



CAPITAL IMPROVEMENT PROGRAMS

LIBRARY CAPITAL IMPROVEMENTS PROGRAM

The East Baton Rouge Parish Library System is funded by an 11.1-mill (currently 10.72-mill) property tax approved by voters on July 15, 1995, for the years 1996-2005. This tax renewal funds all operating expenses of the system and provides for a pay-as-you-go capital improvement program. The prior ten-year tax funded \$14.6 million in capital improvements, enabling the system to build three regional branch libraries. The Library Board of Control's capital plan for the current tax includes funding for branch library replacements in the Baker, Carver, Central, Eden Park, Pride, and Scotlandville communities; new branches in the Southdowns and Zachary communities; and an expansion of the Delmont Garden Branch. The new Baker Library opened April 9, 2001, the new Scotlandville Library opened October 9, 2001, and the new Central Library opened June 11, 2002.

The Library Board's pay-as-you-go plan often means that funds must be appropriated in several annual budgets for property, construction, furniture, landscaping, collections, and staff for a new facility. The Library Board determines the construction schedule of new facilities and ensures that funds are available to meet all of the operation and maintenance needs of the library system.

Capital improvements for all library facilities are proposed in the annual budgets and adopted along with the library's operating budget, which is included in the Special Revenue Fund Section of the budget.

Property has been purchased for a new Carver Branch, Eden Park Branch, and Zachary Branch, and negotiations are underway to obtain property for the new Pride Branch. The Zachary Branch is scheduled for completion in late 2003. The operational impact of this new branch is estimated at \$139,525. The new branch will have approximately 18,900 square feet and will require increased operational expenditures for personnel, utilities, janitorial services, and insurance cost. Architects have been hired for new libraries at Pride and Carver and the expansion at Delmont Gardens. In addition, the Library Board Site Selection Committee is currently seeking property for a new library for the Southdowns area. All construction is projected to be completed prior to the end of the current library tax in 2005.

The Library's long-range capital plan includes the replacement of the Main Library with a 200,000-square-foot facility.

PROJECT	CURRENT BUDGET 2002 & PRIOR *	2003 BUDGET	2004-2005 PROJECTED	TOTAL BUDGET
Jones Creek Regional Library	4,039,522	0	0	4,039,522
Bluebonnet Regional Library	4,977,560	0	0	4,977,560
Greenwell Springs Regional Library	4,811,267	0	0	4,811,267
Scotlandville Branch Library	3,691,055	0	0	3,691,055
Baker Branch Library	3,581,000	0	0	3,581,000
Central Branch:				
Land	342,950	0	0	342,950
Land Improvements	110,000	0	0	110,000
Buildings-Engineering	275,000	0	0	275,000
Buildings	2,875,000	0	0	2,875,000
Furniture, Fixtures, Office Equipment	380,000	0	0	380,000
Total Expenditures	3,982,950	0	0	3,982,950
Carver Branch:				
Land	150,000	0	0	150,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	225,000	50,000	0	275,000
Buildings	1,500,000	150,000	0	1,650,000
Furniture, Fixtures, Office Equipment	225,000	25,000	0	250,000
Total Expenditures	2,175,000	225,000	0	2,400,000
Eden Park Branch:				
Land	150,000	0	0	150,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	225,000	50,000	0	275,000
Buildings	1,500,000	150,000	0	1,650,000
Furniture, Fixtures, Office Equipment	225,000	25,000	0	250,000
Total Expenditures	2,175,000	225,000	0	2,400,000

* Reflects 2002 Year-end Transfers

CAPITAL IMPROVEMENT PROGRAMS

LIBRARY CAPITAL IMPROVEMENTS PROGRAM, (CONT.)

PROJECT	CURRENT BUDGET 2002 & PRIOR *	2003 BUDGET	2004-2005 PROJECTED	TOTAL BUDGET
Pride Branch:				
Land	150,000	0	0	150,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	225,000	50,000	0	275,000
Buildings	1,500,000	150,000	0	1,650,000
Furniture, Fixtures, Office Equipment	225,000	25,000	0	250,000
Total Expenditures	2,175,000	225,000	0	2,400,000
Southdowns Branch:				
Land	500,000	250,000	0	750,000
Land Improvements	175,000	0	0	175,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,150,000	250,000	0	3,400,000
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	4,525,000	500,000	0	5,025,000
Zachary Branch:				
Land	375,000	0	0	375,000
Land Improvements	132,310	0	0	132,310
Buildings-Engineering	367,690	0	0	367,690
Buildings	3,150,000	0	0	3,150,000
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	4,400,000	0	0	4,400,000
Delmont Garden Expansion:				
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	300,000	25,000	0	325,000
Buildings	2,800,000	200,000	0	3,000,000
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	3,550,000	225,000	0	3,775,000
New Main Library				
Buildings	0	2,000,000	0	2,000,000
Other Building Improvements:				
Security System	122,672	0	0	122,672
Goodwood Renovations	298,039	0	0	298,039
Goodwood Roof Repairs	105,393	0	0	105,393
Total Expenditures	526,104	0	0	526,104
GRAND TOTAL	44,609,458	3,400,000	0	48,009,458

* Reflects 2002 Year-end Transfers

CAPITAL IMPROVEMENT PROGRAMS

MEDICAL FORENSIC FACILITY

The proposed Medical Forensic Facility consists of the construction of two buildings—a 5,610-square-foot administration building and a 1,800-square-foot forensic building. The facility will be located behind the Advanced Traffic Management Center and Emergency Operations Center. Currently, autopsies are being performed in a mobile facility located at the City-Parish's Chippewa Street Facility. This proposed state-of-the-art facility will allow for the Coroner's Office to more efficiently perform and administer their duties and will provide for better security. It will facilitate up to 12 bodies. The current structure can only handle three bodies, with funeral homes and hospitals providing assistance when necessary. Construction is expected to begin on this \$1 million facility in February 2003.

RIVERFRONT IMPROVEMENTS

CENTROPLEX IMPROVEMENTS & EXPANSION

In July 1991 a .97¢ (\$.0097) state sales tax on hotel and motel rooms generating approximately \$650,000 was made available for capital improvements at the Riverside Centroplex. As of October 29, 2002, approximately \$2.9 million in capital improvements have been made to the existing facility, including improvements to accommodate arena sports (\$867,450); sound and lighting upgrades (\$1,306,490); building and plant equipment improvements (\$301,640); and equipment and other miscellaneous improvements (\$443,470). The City-Parish is under contract through the end of 2004 with Spectacor Management Group (SMG) for operation of the facility, with a possible two-year renewal of that contract.

During the 1997 state legislative session, an additional one-cent state sales tax on hotel and motel rooms was dedicated for three Baton Rouge projects including approximately \$425,000 annually to be used for expansion of the Centroplex. The initial dedication referenced above was expanded to include capital improvements to the Louisiana Art & Science Museum, the Riverfront Promenade, and related projects in the Riverfront Development Plan. Additionally, the state in the 1997 legislative session authorized a local tax election in which voters could give approval for an additional one-cent local hotel and motel tax (currently at three cents). The tax was approved by the voters on November 3, 1998, to be used exclusively for the Centroplex expansion, which is discussed below. This local tax will generate approximately \$750,000 annually. When combined with the proceeds of the state sales taxes on hotel and motel rooms, these sources will provide funding for the debt service payments on \$17.4 million of City-Parish bonds issued in 2001 for the expansion. These funds would match \$25.8 million in state capital outlay funding to pay for the expansion project. In October of 2002, the City-Parish was granted a non-cash line of credit in the amount of \$4.2 million which would bring the total state capital outlay funding to \$30 million. As a result under the current cost-sharing arrangement the City-Parish must provide an equal match.

The community recognizes that it must position itself to capitalize upon the growing tourism and convention industry. In order to do this effectively and to allow Baton Rouge the opportunity to compete as a second-tier convention city, the expansion of the Riverside Centroplex will add 100,000 square feet of exhibition space, 20,000 square feet of state-of-the-art meeting space, and a minimum of 15,000 square feet for a hotel quality ballroom. With this added space and the numerous private and public development projects adjacent to the Centroplex, Louisiana's capital city will be poised to attract conventions of a size that it presently cannot accommodate. This was the driving force behind the Centroplex expansion project which is presently in the construction phase and is expected to be completed September 2004. Many complicating issues affect the expansion project, including a redesign of River Road, which began in 2001. The realignment of River Road will slow down traffic, creating a more pedestrian-friendly environment. Construction began in 2002 and should be completed within two years.

PARKING FACILITIES

The demand for additional parking facilities will certainly rise when construction is completed on the Riverside Centroplex expansion and the planetarium/space theater at the Louisiana Art and Science Museum.

The City-Parish is determining the feasibility of entering into a cooperative endeavor agreement with the State of Louisiana to construct a parking facility to address the private sector needs within the Central Business District and the public sector needs adjacent to the new Arts Block. The garage may be constructed on state-owned land at the corner of Third and Convention streets. Also, consideration is being given to working with private interests to construct an additional garage in the vicinity of the Riverside Centroplex.

A General Fund annual subsidy for our current parking facilities in the amount of \$350,000 will not be required after 2002. These monies are available for renovations to our existing parking garages and to assist in obtaining additional facilities in the downtown area.

CAPITAL IMPROVEMENT PROGRAMS

RIVERFRONT IMPROVEMENTS (CONT.)

PLANETARIUM/SPACE THEATER/TRAIN RENOVATION

In the 1997 legislative session, the State of Louisiana approved \$700,000 for the planning and design of a new planetarium and space theater to be located next to the Louisiana Art and Science Museum (LASM) on the Mississippi riverfront. In addition, \$2.7 million was committed by the state in construction funds. The City-Parish matched these funds on a 50%/50% basis. The \$3.4 million in funding that the City-Parish contributed was provided through bond proceeds from a 1998 bond issue. The debt service is being paid from a portion of the proceeds of the .97¢ state sales tax rebate dedicated for riverfront improvements. In 2001, the State of Louisiana approved an additional \$1.15 million. The City-Parish agreed to appropriate a \$1.161 million match. In addition, the City-Parish provided \$389,000 to complete all building code requirements. The total cost of the project is estimated at \$9.5 million, which includes \$6 million for the building and \$3.5 million for equipment.

This 150-seat facility will be among the preeminent demonstration classrooms in the world. It will be capable of realistic presentations of more than 15,000 stars as seen from the Earth, the moon, and other planets within our solar system. Audiences will see laser and high-resolution video projections on a domed, 60-foot wide screen. The state-of-the-art space theater will also feature 70mm film projection of the latest large-format films, as well as six-channel digital sound. In addition, there will be new exhibit areas, a redesign of the sculpture garden, new classroom spaces, a gift shop, and additional museum support space. Total area of new construction and renovated area is approximately 23,900 square feet. Construction began in February 2001, with opening set for the early 2003. As an integral component of *Plan Baton Rouge*, this project is expected to be a catalyst in the effort to revitalize downtown, and bring tourist dollars to Baton Rouge.

A plan has been formulated to enhance the appearance of the train exhibit located next to the planetarium and convention center. Some cars will be removed from the site and the locomotive and remaining cars will be painted. A protective pavilion will be built for the train and for families, school groups, and tourists to congregate, relax in the shade, or enjoy a picnic. Attractive landscaping will be provided as will permanent benches and tables. There will also be a small concession area and an attractive wrought-iron fence will be built along the railroad track. The City-Parish has agreed to appropriate \$200,000 for the revitalization of the train adjacent to the museum. In addition, state capital outlay funding in the amount of \$500,000 is available for this project.

The Louisiana Art and Science Museum (LASM) will raise \$6.5 million privately for operating and equipment endowments, start-up costs, and exhibits. Five full-time professional staff members plus support staff will be added. A grant from the Pennington Foundation will help keep admission fees accessible to families and schools.

PLAN BATON ROUGE

Plan Baton Rouge is the master plan of development for Baton Rouge's city center. The plan provides a development blue print for the various components of downtown: (1) Baton Rouge Landing District, (2) the Old State Capitol District, (3) the Capitol Park District, (4) the Central Business District and (5) the two historic neighborhoods of Spanish Town and Beauregard Town. The plan is designed to build upon the plans derived in the city's recent past and to provide direction to the year 2008. Over \$400 million in public and private sector investments are underway within Baton Rouge's city center. The previous decade's value of investments soars to over \$750 million. There is a tremendous collaborative effort between the city, state, and private sector to develop downtown into the epicenter of the community.

The Arts in 2002 have seen the tremendous collaboration of the public and private sectors with the planning for the new Downtown Arts Block. This development will result in approximately \$53 million of capital improvements for the Cultural Arts of Baton Rouge. In 2003, the construction of the new Louisiana State University Art Museum, a new performing arts center, a new plaza, and the renovation of the historic Auto Hotel Parking Garage and several other buildings for the arts will be underway. Scheduled for completion in 2004, the new and renovated buildings will allow the Baton Rouge community to explore the arts to a new horizon. The City-Parish has committed \$2.2 million (\$875,000 in 2002, \$662,500 in this budget, and \$662,500 pledged in 2004) towards landscaping and plaza improvements to complement the project. The plazas will incorporate interactive fountains, specialty paving and lighting, as well as native Louisiana plant materials. Design will provide for the gathering of hundreds and possibly thousands of people, with the plaza having the capacity to combine the use of Lafayette Street and Lafayette Park. The Arts Block project will be an anchor to Baton Rouge's city center and a tremendous complement to other city and state partnerships such as the Riverside Centroplex expansion and the new Louisiana Art and Science Museum Planetarium.

CAPITAL IMPROVEMENT PROGRAMS

LANDFILL IMPROVEMENTS

As of October 1, 2002, the City-Parish is negotiating a contract with EMCON/OWT to design a gas collection system for Devil's Swamp (EBRP Renewable Energy Center). The scope of the proposal services is as follows:

- ▶ provide all services necessary to design the gas collection system required for the facility and supply the City-Parish engineering documents allowing public bid for construction,
- ▶ provide construction inspection, and
- ▶ operate and maintain the system in accordance with EPA and Louisiana DEQ requirements.

The gas collection system for Devil's Swamp includes the utilization of bond refinancing proceeds in the amount of \$1,185,640 as a source of funding. Methane gas is produced as garbage decomposes in landfills, and the construction of a collection system for this gas is a requirement of the Environmental Protection Agency. This project has a completion deadline of August 22, 2003 to achieve full operational status.

COMMUNITY DEVELOPMENT BLOCK GRANT

Funding is included in the Community Development Block Grant (CDBG) program that began on October 1, 2002, for capital improvement projects primarily street and sidewalk improvements in the amount of \$1,000,000.

The primary focus of the sidewalk construction projects will be in low-income neighborhoods, with projects to be selected through a neighborhood proposal basis. The program includes a component activity for a portion of the projects to involve curb cuts and similar adaptations for handicapped accessibility.

Construction of a sixth Head Start facility is scheduled for South Baton Rouge. Funded in 2002, site acquisition is complete and design work is underway, with construction expected to be completed in 2003. Construction of Head Start facilities has involved supplemental funding from the City-Parish (gaming revenues). Operating costs associated with Head Start facilities are funded through operating grants from the United States Department of Health and Human Services. In addition to providing facilities that optimally provide a positive learning environment, these new facilities serve to replace leased sites for which lease costs are funding through the operating grant. The cost of maintaining these facilities is the responsibility of the City-Parish, and the new facilities will be less costly to maintain and operate. These new locations will assist in serving the roughly 1,300 children for which the current operating grant provides funding.

Other items included in the current CDBG grant are \$900,000 for housing rehabilitation, \$32,000 for demolition of condemned property, and \$475,000 for a small repair housing program. Also included in the CDBG grant is activity budgeted at \$100,000 for property improvements to properties owned by nonprofit organizations serving low income persons in order to address significant repair needs, code deficiencies, and building adaptations that will improve service capacity.

PUBLIC WORKS EQUIPMENT REPLACEMENT PROGRAM

Prior to 1989, equipment in the Department of Public Works was in very poor condition, which compromised the quality and quantity of services provided to citizens and affected morale of employees using the equipment. In that year, an equipment replacement program was begun which originally covered only new equipment purchases. By 1991, the program had been expanded to encompass both new and old motorized equipment in the General Fund divisions of the department, as well as in the Central Garage. The objectives of the program were:

- To establish an annual funding stream through charges to divisions using equipment.
- To provide for acquisition, maintenance, and repair of equipment required to effectively carry out objectives.
- To minimize equipment costs while providing dependable equipment that was properly suited for jobs to be performed.

The program continues to be a complete success. Progress has been made from 1989 when the department spent approximately 8% of its General Fund budget repairing and maintaining largely worn-out equipment, to 2002, when approximately 8.9% of its budget pays for a fleet of relatively new equipment, including the cost of repair and maintenance. The program is administered monthly by assessing a charge which includes the purchase price, repair and maintenance costs, finance charges, inflation factor, salvage value, and estimated economic life of each asset in the program. This program is accounted for in an Internal Service Fund entitled "Fleet Rental and Replacement."

In 2003, total program cost is anticipated to be \$4,728,530. The equipment in this program is valued at \$19,380,010. Included in the total value is \$6,331,140 for equipment that will be replaced in 2002. Funding for this program has been included in the Department of Public Works General Fund operating budget (\$4,661,930) and the Central Garage operating budget (\$66,600).

CAPITAL IMPROVEMENT PROGRAMS

DEPARTMENTAL CAPITAL OUTLAY

Funding is included in the following General Fund operating budgets for improvements of a capital nature, and for the purchase of equipment which has a unit cost of \$1,000 to \$4,999, and a useful life of more than two years. Beginning in 2002, equipment which has a unit cost of at least \$5,000 will be recorded in the General Capital Expenditure Fund. Capital items for all other funds will continue to be accounted for in their individual funds.

SPECIAL REVENUE FUNDS:

MOSQUITO ABATEMENT AND RODENT CONTROL—\$141,180

Approved capital outlay items include four ultra-low volume aerosol foggers, \$60,000; and three pickup trucks, \$81,180.

LIBRARY BOARD OF CONTROL—\$112,620

Funding of \$88,620 is approved for the purchase of a microfilm reader/printer, three new copiers, a printer for the computer room to print computer reports, and a color copier. Funding of \$24,000 is approved for the purchase of a new van for use by the computer division and branch services.

EBRP COMMUNICATIONS DISTRICT—\$195,000

Funding is provided for the upgrade the seven year old 911 equipment in Baker and Zachary.

CHANEYVILLE FIRE PROTECTION DISTRICT—\$27,000

Funding in the amount of \$27,000 is approved for the purchase of a pumper truck.

CAPITAL PROJECTS FUNDS:

GENERAL CAPITAL EXPENDITURE FUND—\$6,163,730

CITY COURT—\$34,330

Funding in the amount of \$27,370 is approved for the purchase of computer equipment. In addition, \$6,960 is included for the purchase of a video projector.

CITY CONSTABLE—\$38,000

Funding in the amount of \$38,000 is included for the purchase of two vehicles.

POLICE DEPARTMENT—\$1,500,000

Funding in the amount of \$1,500,000 is included for the purchase of eighty fully-equipped vehicles, in order to replace vehicles that are 3 to 5 years old.

PUBLIC WORKS—\$393,400

Various street improvements in the amount of \$377,400 are planned. In addition, \$16,000 is included for the purchase of computer equipment.

PRIORITY BUILDING IMPROVEMENTS—\$1,250,000

Funding for Priority I items in the amount of \$1,250,000 is included for various building improvements.

MISCELLANEOUS INFRASTRUCTURE IMPROVEMENTS—\$2,948,000

Including the replacement of the Evangeline Street Fire Station.

ENTERPRISE FUNDS:

COMPREHENSIVE SEWERAGE SYSTEM FUND—\$1,750,000

GENERAL ADMINISTRATION—Capital Outlay of \$82,940 is approved for the purchase of a document control system, \$35,000; and three replacement vehicles, \$47,940.

CAPITAL IMPROVEMENT PROGRAMS

DEPARTMENTAL CAPITAL OUTLAY (CONT.)

ENVIRONMENTAL—Capital Outlay of \$63,530 is approved for the purchase of four replacement vehicles..

WASTEWATER COLLECTION—Capital Outlay of \$560,000 is approved for heavy equipment, \$50,000; building improvements, \$10,000; seven vactor trucks, \$225,000; ten vehicles, \$200,000; and trackhoe, \$75,000.

WASTEWATER TREATMENT—Capital Outlay of \$1,022,310 is approved for various plant equipment upgrades, \$781,780; two utility bodies for trucks \$5,000; three mowers, \$24,600; a liftmore boom, \$9,930; a utility cart, \$6,000; and ten vehicles, \$195,000.

FINANCE/SERVICE FEE BUSINESS OFFICE—Capital Outlay is proposed in the amount of \$21,220 for the purchase of a new on-line inquiry system for the City of Baker, \$6,000; and a replacement vehicle, \$15,220.

SOLID WASTE DISPOSAL FACILITY FUND—\$18,560

Funding is included for a replacement vehicle.

BATON ROUGE AIRPORT DISTRICT—\$158,860

Capital Outlay proposed includes a portable air compressor, \$15,000; a paint stripper, \$20,000; four mowers, \$44,420; nine 800-MHz radios, \$28,980; one 800-MHz base radio, \$6,460; and two vehicles, \$44,000.

INTERNAL SERVICE FUNDS:

CENTRAL GARAGE—\$5,000

Funding is included for the purchase of a heavy-duty lift.