

## CAPITAL IMPROVEMENT PROGRAMS

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Included in this section is a summary of major capital improvements which are either continuing into or beginning in 2004, as well as details of the 2004 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 2004 budget, one project funded from gaming revenues is 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 227.

**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 228. 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 280.

**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.** Construction of this facility should be completed by the first part of 2004. This facility will allow for the Coroner's Office to perform and administer its duties more efficiently and will provide for better security.

**Fire/Emergency Medical Services (EMS) Station.** Funding was appropriated in the 2003 Budget for the construction of a new Fire Station. The EMS Station will be funded through a supplemental appropriations from undesignated fund balance dedicated to Emergency Medical Services and from the General Fund - Fund Balance Undesignated. Construction is schedule to begin in 2004.

**Riverfront Improvements.** A brief discussion is presented on plans for Centroplex improvements and expansion, and the 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.

## CAPITAL IMPROVEMENT PROGRAMS

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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 2003. Funding is included in the 2003-2004 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 Expenditures.** A summary of the 2004 capital expenditures in the *Annual Operating Budget* is provided. The capital expenditures include land and land improvements, buildings, equipment, and infrastructure assets (streets, roads, bridges, canals and sewer and drainage systems).

# CAPITAL IMPROVEMENT PROGRAMS

## 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, which was completed in 2002. In 2003, the Community Planning Process within the Designated Growth Centers was initiated. This process provides a forum in which the citizens throughout East Baton Rouge Parish can develop methods for guiding growth and development within the Growth Centers to include performance standards, urban design guidelines, and growth management techniques. The Planning Commission completed this meeting process for Growth Centers 1, 2, 3, 4 and 5 in 2003. It is anticipated that the Community Planning Process will be completed for Growth Centers 6, 7, 8, 9, 10, and 11 in 2004.

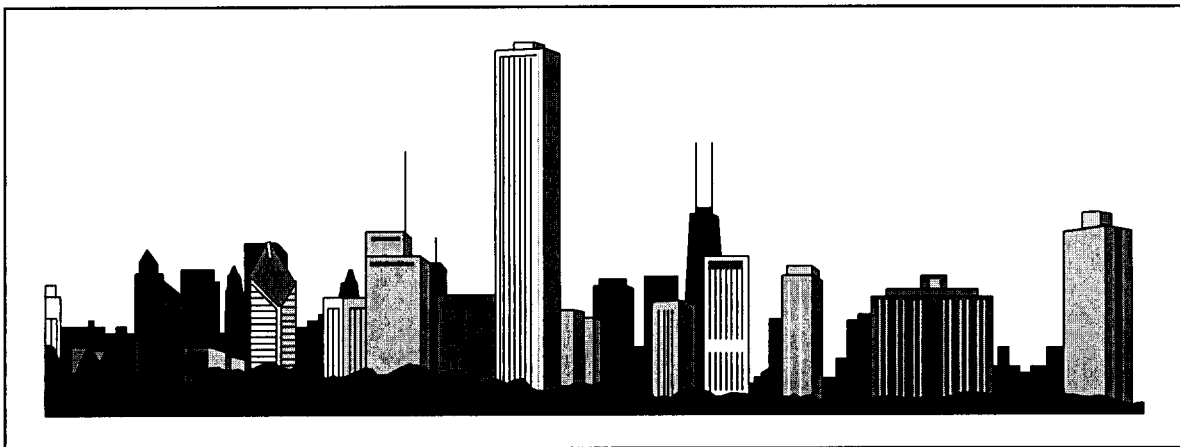
## GEOGRAPHIC INFORMATION SYSTEM (GIS)

GIS staff began work on a prototype "Parcel Finder" web site in 2003. This process is still under development and coincides with the Mayor-President's e-government initiative. Testing is expected to be completed and the web site online to the public by the end of 2003.

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, the Information Services Department, and the Planning Commission. This process was continued into 2002 which 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 allowed the continuation of this GIS project, which is a four-year project. Tasks for 2003 included initiating the parcel layer (property ownership), continuing the development of the storm and sanitary sewer layers, completing the political and municipal boundaries, and completing the zoning layer and the Global Positioning System Data Collection (GPS).

The parcel layer for the GIS will be completed in 2004 and includes a "Quality Assurance and Quality Control" check. The Global Positioning System (GPS) collection is also expected to be finished, which will allow the completion of the sewer and drainage layers. In addition, a new set of aerial photographs for the Parish will be taken to help calculate distances, lot dimensions, building dimensions, and identify pavement edges.



## CAPITAL IMPROVEMENT PROGRAMS

### 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 October 28, 2003. 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	
	10/28/03	STATUS
<b>SOURCE OF FUNDS:</b>		
General Fund-Fund Balance Undesignated	9,747,981	
General Fund-Gaming Revenues	37,934,206	
Interest Earnings	5,320,794	
Contributions from Private Businesses	702,841	
1965 Capital Improvement Program-Excess Property Taxes	353,527	
State Capital Outlay	8,000,000	
Federal & State Assistance	6,586,945	
<b>TOTAL SOURCE OF FUNDS</b>	<u>68,646,294</u>	
<b>USE OF FUNDS:</b>		
<b>PUBLIC BUILDING IMPROVEMENTS:</b>		
Advanced Traffic Management and Emergency Operations Center	802,675	F
Battered Women's Shelter	66,000	F
Medical Forensic Facility	500,000	C
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	1,132,038	D,C,F
Health Unit Improvements	12,000	P
Parish Prison Roof Replacement	471,143	F
<b>TOTAL</b>	<u>3,390,141</u>	
<b>CAPITAL EQUIPMENT:</b>		
800 MHz Equipment-Parish Fire Districts	350,000	F
Chaneyville Fire District-Equipment	20,000	F
Low Band Radio System	30,000	F
<b>TOTAL</b>	<u>400,000</u>	
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
Acadian Thruway at Florida Boulevard Intersection Improvement	374,902	F
Acadian Thruway at Government Street	370,000	F
Airway Drive at Cortana Place Signalization	26,772	F
Airway Drive at Tom Drive Intersection Improvement	268,122	F
Amiss Property	6,000	P
Anselmo Lane at Bluebonnet Boulevard	375,831	F
Antioch Road/Tiger Bend Road Intersection Improvement	256,959	F
Balis Drive at Perkins Road Intersection Improvement	131,992	F
 (F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

**CAPITAL IMPROVEMENT PROGRAMS**

**CAPITAL IMPROVEMENT FUND (CONT.)**

	<b>CURRENT BUDGET</b>	
	<b>10/28/03</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
Bluebonnet Extension (Burbank to Nicholson)	8,977,305	C
Bluebonnet Blvd @ Highland Rd and Linkwood Court	50,800	D
Bluebonnet Library Turning Lane	42,787	F
Brightside Lane at University House Apts.	233,056	C
Burbank Drive at Gardere Lane Intersection Improvement	688,066	F
Burbank @ Boyd @ Nicholson	22,350	P
College Drive Improvements Phase I, Phase II, and Phase III	2,782,395	F/F/F
College @ Bawell, College @ Corporate, and College @ Jefferson	15,700	P
College at I-10	509,000	C
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	D
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	2,096,896	F
Flannery Road at Goodwood Boulevard Intersection Improvement	298,696	F
Goodwood Blvd. at Lobdell Intersection Improvement	30,000	F
Goodwood Blvd./Lobdell Avenue Intersection Improvement	281,968	F
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	247,326	F
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	50,000	D
Highway 19 (Lavey Lane to Twin Oaks)	75,000	D
Highway 61 at Mt. Pleasant Road Turning Lane Improvements	705,000	D
Hoo Shoo Too Rd at Jefferson Hwy	375,442	F
Hunters Lake Second Filing	15,000	P
Industriplex at Exchequer Drive Intersection Improvement	236,442	F
Jefferson Highway Improvements Lobdell Ave. to Corporate Blvd.	348,328	D
Jefferson Highway at Brentwood Drive	5,000	P
Jefferson Trace Traffic Impact Study	7,500	P
Jefferson Terrace Impact Study	14,431	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 Road to South Harrell's Ferry Road)	501,343	F
Kerkhove Tract (Bistone Avenue) Racetrac	5,000	P
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	D
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	STATUS
	10/28/03	
<b>USE OF FUNDS (CONT.):</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
North Foster Drive at Airline Highway Intersection Improvement	339,593	F
North Foster Drive at Gus Young Avenue	250,000	D
North Harrell's Ferry Road Traffic Improvement	7,500	P
North Sherwood Forest Drive (Sth. Choctaw to Greenwell Springs Rd.) St. Impr.	50,000	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.	172,017	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
Our Lady of the Lake Traffic Signal Improvement	87,000	P
Pelican Bay Apartments, Phase II	5,580	P
Perkins Road from Siegen Lane to Bluebonnet	1,481,440	F
Perkins Road Overpass	35,622	F
Perkins Road at Quail Drive	23,139	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	C
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	F
Sherwood Forest Blvd., I-10, and Mead Road	6,825	D
South Choctaw Drive at Airway Drive Intersection Improvement	489,031	F
South Harrell's Ferry Road @ O'Neal Lane	6,827	P
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
South Sherwood at Westfork Drive	6,000	P
Stanford Avenue at West Lakeshore Drive	233,162	F
Staring Lane at Hyacinth	400,000	D
Stevendale Road @ Florida Boulevard Intersection Improvement	200,000	D
Stumberg Lane/Coursey Boulevard Intersection Improvement	257,132	F
Sullivan Road at Lovett Road	500,000	F
Summa Drive at Essen Lane Intersection Improvement	257,467	F
Tiger Bend Road (Jefferson Highway to Antioch Road) Congestion Mitigation	6,382,920	F
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	120,305	F
YMCA Plaza and Perkins Road	48,870	F
Federal State Project Matching Funds	2,126,184	
<b>TOTAL</b>	<u>52,003,350</u>	
Aster Street Drainage (Alaska Street/West Chimes)	150,000	D
Azalea Lake Weir Modifications	10,000	P
Baird Drive/Albert Hart Dr. Drainage Improvements	285,304	F
Bayou Fountain	1,300,000	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.)**

	<b>CURRENT BUDGET</b>	
	<b>10/28/03</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>DRAINAGE IMPROVEMENTS:</b>		
Broadmoor Avenue	271,055	F
Brushy Bayou/Whites Bayou C&S Phase I	356,423	P
Comite River at Hooper Road Wetland Delineation	90,000	F
Concrete Canal Lining Repairs	1,050,307	F
Dawson Creek C&S Phase II (Wards Creek to Perkins Rd)	248,754	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	F
East Lakeshore	35,000	C
Elbow Bayou Wetlands Delineation	12,162	F
Elm Grove Garden Sidewalk & Drainage Improvement	31,633	F
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
Hurricane Creek Drainage Improvement	150,000	P
Jefferson Place Drainage Improvement	495,130	C
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)	226,383	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
Sherwood Forest Dr./N. Harrell's Ferry Rd. Drainage Outfall (Section 1)	569,591	F
South Highlands Drainage Improvements	173,950	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	311,190	F
Westminister Subdivision (Back-Flow Valves)	250,000	C
Woodland Ridge Drainage Improvements	415,786	F
Zachary Estates Drainage Improvements	486,889	F
<b>TOTAL</b>	<u><u>11,105,303</u></u>	
<b>OTHER IMPROVEMENTS:</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL</b>		
Relocation of Utilities Across River Road	210,000	F
Downtown Streetscape for Arts Block	1,537,500	D
<b>TOTAL</b>	<u><u>1,747,500</u></u>	
<b>CONTINGENCIES</b>	<u><u>0</u></u>	
<b>GRAND TOTAL USE OF FUNDS</b>	<u><u>68,646,294</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 2004 budget includes \$1 million for bridge improvements as shown below.

Construction on the bridge replacements on Antioch Road at Claycut Bayou, Core Lane at Drainage Canal, Balis Drive at Dawson Creek, Gore Road at Gibben's Lateral, and Gourrier Lane at the Lateral of Bayou Fountain were completed in 2003. Bridges will be replaced and under construction in 2004 for Comite Drive bridge at Comite River and Frenchtown Road bridge at Beaver Bayou. In addition, major repairs will be made to the Pride-Baywood bridge at Mills Creek and Taylor Street bridge at Corporation Canal.

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 2004 budget also includes funding from the Parish Transportation Fund for the following operational needs: \$600,000 for repairing streets and roads; \$575,000 for bridge repairs; and \$947,230 for CTC operations.

PROJECT TITLE DESCRIPTION	1995-2003 BUDGET	2004 BUDGET	2005-2006 PROJECTION	TOTAL BUDGET	STATUS
<b>Bridge Improvements:</b>					
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	438,198	0	0	438,198	F
Valley Street @ Dawson Creek	540,861	0	0	540,861	F
Elm Drive @ Hurricane Creek	444,702	0	0	444,702	F
Mahoney Road @ Mill Creek	434,311	0	0	434,311	F
Wilson Street Bridge @ Cypress Bayou	44,563	0	0	44,563	F
North Sherwood Forest Box Culvert	216,083	0	0	216,083	F
Core Lane @ Drainage Canal	548,527	0	0	548,527	F
Balis Drive @ Dawson Creek	520,450	0	0	520,450	F
Gore Road @ Gibben's Lateral	110,000	0	0	110,000	F
Antioch Road @ Claycut Bayou	667,473	0	0	667,473	F
Comite Drive @ Comite River	2,550,000	0	0	2,550,000	D
Frenchtown Road @ Beaver Bayou	1,165,460	1,000,000	0	2,165,460	D
Fairchild Street @ Monte Sano Bayou	100,000	0	0	100,000	D
Gourrier Road Bridge	217,000	0	0	217,000	F
Sharp Road @ Jones Creek	0	0	550,000	550,000	P
Barnett Road @ Drainage Bayou	0	0	275,000	275,000	P
Contingency	1,823	0	50,500	52,323	P
	11,596,055	1,000,000	875,500	13,471,555	
<b>Street Improvements:</b>					
Monterrey Drive (Local match)	900,000	0	0	900,000	F
Industriplex @ Exchequer Drive Intersection	274,307	0	0	274,307	F
<b>TOTAL</b>	<b>\$12,770,362</b>	<b>\$1,000,000</b>	<b>\$875,500</b>	<b>\$14,645,862</b>	

(F) COMPLETE

(D) DESIGN

(C) CONSTRUCTION

(P) PROGRAMMED

## CAPITAL IMPROVEMENT PROGRAMS

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### 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 the Parish's Road and Street Improvement Plan dated September 12, 2001. 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 program 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 2004. Construction is expected to be completed on the Blount Road Improvements (Scenic Highway to Elm Grove Garden Drive) in 2004. Construction will begin in 2004 on I-10 Frontage Roads Improvements (Bluebonnet Boulevard to Siegen Lane), North Boulevard Overpass Improvement (10<sup>th</sup> Street to 19<sup>th</sup> Street), Central Thruway Clearing and Embankment (Florida Boulevard to Sullivan Road), and Blount Road Improvements (Elm Grove Garden Drive to Plank Road).

Under the 2002-2007 program, design, and right-of-way acquisition will continue in 2004 on three of the 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 O'Neal Lane Clearing and Embankment (George O'Neal Road to South Harrell's Ferry Road).

**CAPITAL IMPROVEMENT PROGRAMS**

**ROAD & STREET IMPROVEMENT FUND (CONT.)**

<b>BUDGET SUMMARY</b>	<b>2003 &amp; PRIOR BUDGET</b>	<b>2004 BUDGET</b>	<b>2005-2006 PROJECTION</b>	<b>TOTAL 5-YEAR</b>
<b>ROAD &amp; STREET IMPROVEMENT (1997 - 2002)</b>				
<b>SOURCE OF FUNDS:</b>				
General Sales & Use Tax, Including Audits & Interest	82,900,520	340,380	0	83,240,900
Interest Earnings	5,628,140	1,187,190	0	6,815,330
Transfer from General Fund	50,000	0	0	50,000
Contributions from Private Businesses	0	72,430	0	72,430
<b>TOTAL SOURCES</b>	<b>88,578,660</b>	<b>1,600,000</b>	<b>0</b>	<b>90,178,660</b>
<b>USE OF FUNDS:</b>				
Blount Road Improvement (Scenic Hwy. to Plank Rd.)	11,400,000	0	0	11,400,000
Bluebonnet Road Realignment (I-10 to Airline Hwy.)	18,541,760	(600,000)	0	17,941,760
Central Thruway (S. Choctaw Dr. to Greenwell Springs)	13,081,770	(10,710,000)	0	2,371,770
I-10 Frontage Roads (Phase I) (Bluebonnet to Siegen)	16,548,760	6,200,000	0	22,748,760
McClelland Drive (Evangeline St. to Airline Hwy.)	4,200,000	0	0	4,200,000
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	6,710,000	0	14,210,000
Perkins Road (Essen Ln. to Siegen Ln.)	2,500,000	0	0	2,500,000
South Choctaw Drive (Monterrey Dr. to Dumont Dr.)	7,247,820	0	0	7,247,820
Stumberg Lane (Jefferson Hwy. to Coursey Blvd.)	4,723,450	0	0	4,723,450
Contingencies	0	0	0	0
<b>TOTAL USES</b>	<b>88,578,660</b>	<b>1,600,000</b>	<b>0</b>	<b>90,178,660</b>

<b>BUDGET SUMMARY</b>	<b>2003 &amp; BUDGET</b>	<b>2004 BUDGET</b>	<b>2005-2006 PROJECTION</b>	<b>TOTAL 5½ YEAR</b>
<b>ROAD &amp; STREET IMPROVEMENT (2002 - 2007)</b>				
<b>SOURCE OF FUNDS:</b>				
General Sales & Use Tax, Including Audits & Interest	26,036,820	17,933,000	53,654,550	97,624,370
Interest Earnings	165,630	100,000	360,000	625,630
<b>TOTAL SOURCES</b>	<b>26,202,450</b>	<b>18,033,000</b>	<b>54,014,550</b>	<b>98,250,000</b>
<b>USE OF FUNDS:</b>				
Completion of 10 Existing Projects:				
Central Thruway (S. Choctaw Dr. to Greenwell Spr.)	0	15,333,000	3,667,000	19,000,000
Comite Drive (Plank Road to Comite River)	1,250,000	1,000,000	15,300,000	17,550,000
George O'Neal Road (Jones Creek Road to O'Neal Ln.)	6,250,000	0	0	6,250,000
Lobdell Avenue (Jefferson Highway to Goodwood Blvd)	5,500,000	0	0	5,500,000
O'Neal Lane (George O'Neal Ln. to S. Harrell's Ferry Rd.)	5,667,340	0	8,282,660	13,950,000
Picardy Avenue (Essen Ln. to Bluebonnet Blvd.)	4,000,000	0	0	4,000,000
S. Choctaw Drive (Flannery Road to Central Thruway)	1,600,000	0	7,900,000	9,500,000
S. Harrell's Ferry Rd. (S. Sherwood Forest Blvd. to Millerville Road)	1,750,000	1,700,000	19,050,000	22,500,000
<b>TOTAL USES</b>	<b>26,017,340</b>	<b>18,033,000</b>	<b>54,199,660</b>	<b>98,250,000</b>
<b>EXCESS SOURCES OVER (UNDER) USES</b>	<b>185,110</b>	<b>0</b>	<b>(185,110)</b>	<b>0</b>
<b>FUND BALANCE, JANUARY 1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ADJUSTMENT</b>	<b>(185,110)</b>	<b>0</b>	<b>185,110</b>	<b>0</b>
<b>FUND BALANCE, DECEMBER 31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAPITAL IMPROVEMENT PROGRAMS

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### 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 \$214 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 2004, the proposed operating budget includes projected revenues of \$13,356,190. Of this amount, \$538,090 and \$782,760 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 \$12,035,340 represents 40% of the proceeds from the tax, and should rehabilitate approximately 45 miles of streets and roads in 2004. 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, 2003, the City-Parish had appropriated \$585 million for sewer capital improvements. Of this amount, \$106.7 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, 2003**

<b>Sources of Funds:</b>	
Long Term Bonds (Net of Issuance Costs and Debt Service Reserves)	\$358,372,300
Pay-As-You-Go Funding	155,418,300
EPA Grant - Federal and Local Match for Construction Only	8,280,800
Sewer Impact Fees	8,380,600
Miscellaneous	270,000
Interest Earnings	54,673,800
<b>Total Sources of Funds</b>	<b>\$585,395,800</b>
<b>Uses of Funds:</b>	
<b>EPA Related Projects:</b>	
North Treatment Plant	\$85,830,400
Central Treatment Plant	35,392,400
South Treatment Plant	78,064,200
Phase IB Miscellaneous Treatment Plant Improvements	956,500
Sanitary Sewer Overflow Corrective Action Plan	106,733,700
Non-SSO Infrastructure Improvements	9,000,000
Supplemental Environmental Projects (SEPS)	1,399,000
Trunkline System	93,072,700
Overflows/Bypasses	29,170,200
Suburban Treatment Plant Upgrade/Demolition	5,249,300
Rehabilitation Construction	16,889,400
Design Engineering	14,599,600
Sewer Construction Contingencies	243,500
Construction Administration	12,291,300
<b>Total EPA Related Projects</b>	<b>488,892,200</b>
<b>Non-EPA Related Projects:</b>	
Miscellaneous Treatment Plant Improvements	10,543,900
Rehabilitation Construction	77,797,900
Telemetry System	3,187,500
Sewer Impact Fees Projects	4,094,600
Miscellaneous Projects	879,700
<b>Total Non-EPA Related Projects</b>	<b>96,503,600</b>
<b>Total Uses of Funds</b>	<b>\$585,395,800</b>

## CAPITAL IMPROVEMENT PROGRAMS

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### 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 2004 operating budget will provide an additional \$2,000,000 for this program, \$1,998,430 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 2004 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 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.

	<b>Committed 09/08/03</b>	<b>Estimated Project Budget</b>
<b>SOURCE OF FUNDS</b>		
City Sales Tax Revenue Bonds	\$12,500,000	\$12,500,000
State Capital Outlay	12,235,325	10,033,678
State Capital Match	9,456,409	9,036,885
State Trust Fund	0	2,457,000
Airport Discretionary Cash	618,734	629,031
FAA / State Grants	30,715,343	48,577,202
Passenger Facility Charges	11,576,191	11,903,529
Pre-lease	637,413	698,894
Maintenance and Operations	578,727	753,409
Renewal and Replacement	250,000	250,000
State Office of Economic Development	75,000	75,000
Federal Emergency Management	37,218	37,218
Entergy	0	55,000
Louisiana Community Development Authority	5,055,862	5,021,000
Airport Operating Budget	15,951	15,951
<b>TOTAL SOURCE OF FUNDS</b>	<b>\$83,752,173</b>	<b>\$102,043,797</b>
<b>USE OF FUNDS</b>		
Terminal Building Renovation	\$45,580,022	\$45,844,694
Air Cargo Facility	4,147,056	4,178,253
Terminal Access Road	2,784,340	2,642,512
Overlay Taxiways & Aprons	5,407,106	6,706,343
Alternative Fuel Pilot Program (ILEAV)	507,496	521,469
Reconstruct Runways	8,564,807	25,233,333
Fire Equipment	53,169	53,169
Engineered Material Arresting System	3,767,013	3,900,000
Master Plan Program Management	2,883,178	2,883,178
Loading Bridges	2,837,184	2,837,184
Security Reimbursement	89,766	89,766
Clear Zone Easement	1,027,785	1,027,785
Perimeter Road Construction	1,111,111	1,111,111
Airport ASA Hangar	4,992,140	5,015,000
<b>TOTAL USE OF FUNDS</b>	<b>\$83,752,173</b>	<b>\$102,043,797</b>

## CAPITAL IMPROVEMENT PROGRAMS

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### 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 enabled the Airport to build and operate an alternative fuel station on Airport property. 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 was a joint effort between the Airport, the Federal Aviation Administration, State Office of Aviation, Entergy, and Ford Motors. These companies have and will continue to provide funds, maintenance, and other in-kind services to this station.

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. This plan was presented to the Council in October 2003.

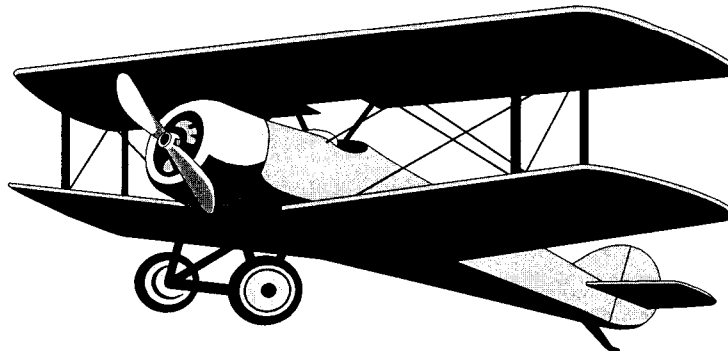
The Airport also received grants to undertake the construction of Phase II of the perimeter road and the first installment of a three-year plan to reconstruct the terminal apron and provide for the apron drainage project. In addition, funds were also received for the Runway 4L safety areas.

In 2003, the Airport awarded a contract to Aviation Facilities Company, Inc. to manage its cargo operations. The cargo facility will move to a new and larger facility with both airside ramps and terminal roadways leading to and from the facility. The improvements to the facility will come from State Capital Outlay Funds, local and private funds.

### 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 2003, 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 1,476 homes, two schools, and one church out of 1,756 properties approved to be mitigated by the FAA noise study. The Airport has received in excess of \$70 million to fund these projects since 1986. There are presently approximately 376 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 and Eden Park Branch. A cooperative endeavor agreement to lease property near the Northeast school complex for 99 years, from East Baton Rouge Parish School Board has been signed for the new Pride Branch. The Zachary Branch is scheduled for completion in late 2003. The operational impact of this new branch in 2004 is estimated at \$333,605. The new branch will have approximately 18,900 square feet and will require increased operational expenditures for personnel, utilities, janitorial services, ground maintenance and insurance cost. Architects have been hired for new libraries at Carver, Eden Park, and Pride and the expansion at Delmont Gardens. The contractor for the Pride Library has been chosen. The ground breaking for the new Carver Library was held August 25, 2003, and construction began in September 2003. 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 2003 & PRIOR *	2004 BUDGET	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:				
Land	109,980	0	0	109,980
Land Improvements	123,970	0	0	123,970
Buildings-Engineering	220,650	0	0	220,650
Buildings	2,863,460	0	0	2,863,460
Furniture, Fixtures, Office Equipment	305,190	0	0	305,190
Total Expenditures	3,623,250	0	0	3,623,250
Baker Branch Library:				
Land	220,000	0	0	220,000
Land Improvements	107,680	0	0	107,680
Buildings-Engineering	222,770	0	0	222,770
Buildings	2,752,020	0	0	2,752,020
Furniture, Fixtures, Office Equipment	271,500	0	0	271,500
Total Expenditures	3,573,970	0	0	3,573,970
Central Branch:				
Land	342,950	0	0	342,950
Land Improvements	75,020	0	0	75,020
Buildings-Engineering	288,920	0	0	288,920
Buildings	2,918,240	0	0	2,918,240
Furniture, Fixtures, Office Equipment	273,630	0	0	273,630
Total Expenditures	3,898,760	0	0	3,898,760

\* Reflects 2003 Year-end Transfers

**CAPITAL IMPROVEMENT PROGRAMS**

**LIBRARY CAPITAL IMPROVEMENTS PROGRAM, (CONT.)**

<b>PROJECT</b>	<b>CURRENT BUDGET 2003 &amp; PRIOR *</b>	<b>2004 BUDGET</b>	<b>2005 PROJECTED</b>	<b>TOTAL BUDGET</b>
<b>Carver Branch:</b>				
Land	150,000	0	0	150,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	334,020	0	0	334,020
Buildings	2,550,000	0	0	2,550,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,359,020	0	0	3,359,020
<b>Eden Park Branch:</b>				
Land	150,000	0	0	150,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	275,000	0	0	275,000
Buildings	1,650,000	750,000	0	2,400,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	2,400,000	750,000	0	3,150,000
<b>Pride Branch:</b>				
Land	107,000	0	0	107,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	275,000	0	0	275,000
Buildings	2,065,000	378,000	0	2,443,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	2,772,000	378,000	0	3,150,000
<b>Southdowns Branch:</b>				
Land	750,000	0	0	750,000
Land Improvements	175,000	0	0	175,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,400,000	0	0	3,400,000
Furniture, Fixtures, Office Equipment	3,000	372,000	0	375,000
Total Expenditures	4,653,000	372,000	0	5,025,000
<b>Zachary Branch:</b>				
Land	355,800	0	0	355,800
Land Improvements	132,310	0	0	132,310
Buildings-Engineering	367,690	0	0	367,690
Buildings	3,169,200	50,000	0	3,219,200
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	4,400,000	50,000	0	4,450,000
<b>Delmont Garden Expansion:</b>				
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,000,000	200,000	0	3,200,000
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	3,775,000	200,000	0	3,975,000
<b>New Main Library:</b>				
Buildings	1,200,000	11,200,000	2,000,000	14,400,000
<b>Other Building Improvements:</b>				
Security System	122,672	0	0	122,672
Goodwood Renovations	258,039	0	0	258,039
Goodwood Roof Repairs	105,393	0	0	105,393
Total Expenditures	486,104	0	0	486,104
<b>GRAND TOTAL</b>	<b>47,969,453</b>	<b>12,950,000</b>	<b>2,000,000</b>	<b>62,919,453</b>

\* Reflects 2003 Year-end Transfers

## CAPITAL IMPROVEMENT PROGRAMS

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### MEDICAL FORENSIC FACILITY

Construction of a Medical Forensic Facility should be completed by the first part of 2004 at a cost of \$1.5 million. The project consists of the construction of two buildings—a 5,600-square-foot administration building and a 1,800-square-foot forensic building. The facility will be located behind the Advanced Traffic Management and Emergency Operations Center. Currently, autopsies are being performed in a mobile facility located at the City-Parish's Chippewa Street Facility. This new 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 accommodate three bodies, with funeral homes and hospitals providing assistance when necessary. The initial start-up cost is estimated at \$61,000 which includes \$5,000 for phone transfer, \$6,000 security system, and \$50,000 for furniture and equipment. The preliminary estimates indicated that operating cost for one year will be approximately \$36,000 for utilities, \$5,920 for janitorial services, and \$3,700 for building maintenance.

### FIRE/EMERGENCY MEDICAL SERVICES (EMS) STATION

The 2003 Budget approved funding in the amount of \$850,000 to rebuild Fire Station #3 located on Evangeline Street. The architectural work has begun in 2003 and the demolition and construction are scheduled to begin in 2004. This station will also include an adjacent building for an EMS Station. The EMS Station will be funded through supplemental appropriations of \$375,000 from undesignated fund balance dedicated to Emergency Medical Services and \$200,000 from the General Fund - Fund Balance Undesignated. The new station will be manned by existing personnel from the Fire and EMS Departments. The operating cost associated with this facility will be borne by the operating budget of the those departments housed there. The initial start-up cost for furniture and appliances is estimated at \$13,900. Preliminary estimates indicate that operating cost for one year will be approximately \$20,600 for utilities and \$6,000 for recurring maintenance and supplies associated with the facility.

### RIVERFRONT IMPROVEMENTS

#### CENTROPLEX IMPROVEMENTS & EXPANSION

In July 1991 a .97¢ (\$.0097) state sales tax on hotel and motel rooms was made available for capital improvements in the Riverfront Area, including the Riverside Centroplex. As of October 29, 2003, approximately \$6.8 million has been made available from this source. 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. The City-Parish was granted additional lines of credit which would bring the total state capital outlay funding to \$30.4 million.

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.

## CAPITAL IMPROVEMENT PROGRAMS

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### RIVERFRONT IMPROVEMENTS (CONT.)

#### PARKING FACILITIES

The demand for additional parking facilities will certainly rise when construction is completed on the Riverside Centroplex expansion, and Shaw Center for the Arts, along with the recent opening of the planetarium/space theater at the Louisiana Art and Science Museum.

The City-Parish entered 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 improvements noted above. Under the agreement, the City-Parish will contribute \$2.5 million for construction of the State owned and operated facility and is entitled to monies generated from parking revenues, which can be applied to the City-Parish's share of operating expenses and debt service on funds borrowed for the project. The garage will 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 was required through 2002 in the amount of \$350,000. The debt on these facilities is now fully repaid and these monies are now available for renovations to our existing parking garages and to assist in obtaining additional facilities in the downtown area.

#### 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 143-seat facility is among the preeminent demonstration classrooms in the world. It is capable of realistic presentations of more than 15,000 stars as seen from anywhere in our solar system. Audiences can see laser and high-resolution video projections on a domed, 60-foot wide screen. The state-of-the-art space theater also features 70mm film projection of the latest large-format films, as well as six-channel digital sound. In addition, there are 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, and the planetarium opened May 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 outdoor train exhibit area next to the LASM. Some cars will be removed from the site and the locomotive and coal car will be renovated. 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 appropriated \$200,000 for the revitalization of the train adjacent to the museum. In addition, state capital outlay funding in the amount of \$500,000 has been approved for this project.

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

## CAPITAL IMPROVEMENT PROGRAMS

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### RIVERFRONT IMPROVEMENTS (CONT.)

#### *PLAN BATON ROUGE*

*Plan Baton Rouge* is the master plan document for the development of Baton Rouge's city center. The plan provides a blue print for the various components of downtown: (1) the Riverfront, (2) Cultural Arts, (3) the Capitol Park District, (4) the Central Business District, (5) the Convention Center, (6) Entertainment, and (7) the two historic neighborhoods of Spanish Town and Beauregard Town. The Plan Baton Rouge document is designed to build upon the plans derived in the city's recent past and to provide direction to the year 2008. Over \$410 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 \$830 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 2003 continue to see tremendous support with the construction on the new downtown Shaw Center for the Arts. 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 commenced construction. 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 2003, 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. The 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 Shaw Center 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.

### LANDFILL IMPROVEMENTS

As of October 1, 2003, the City-Parish is negotiating a contract with EMCON/OWT to operate and maintain the gas collection system for Devil's Swamp (EBRP Renewable Energy Center). The scope of the proposed services is to operate and maintain the system in accordance with Environmental Protection Agency (EPA) and Louisiana DEQ requirements.

The gas collection system for Devil's Swamp was built, completed, and certified for operation by July 15, 2003. This project was completed ahead of the August 22, 2003 deadline set by DEQ and EPA. Methane gas is produced as garbage decomposes in the landfills, and the construction, operation, and maintenance of a collection system for this gas is a requirement of the EPA.

### COMMUNITY DEVELOPMENT BLOCK GRANT

Funding is included in the Community Development Block Grant (CDBG) program that began on October 1, 2003, for capital improvement projects primarily street and sidewalk improvements in the amount of \$700,000.

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 completed. Ground breaking for the construction phase was held on August 25, 2003 and construction is expected to be completed in 2004. 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 funded 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 \$666,000 for housing rehabilitation, \$20,000 for demolition of condemned property, and \$300,000 for a small repair housing program. Also included in the CDBG grant is activity budgeted at \$50,000 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.

## CAPITAL IMPROVEMENT PROGRAMS

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### 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 2003, when approximately 8.23% 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 2004, total program cost is anticipated to be \$4,756,360. The equipment in this program is valued at \$20,351,150. Included in the total value is \$3,461,190 for equipment that will be replaced in 2004. Funding for this program has been included in the Department of Public Works General Fund operating budget (\$4,679,840) and the Central Garage operating budget (\$76,520).

# CAPITAL IMPROVEMENT PROGRAMS

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## DEPARTMENTAL CAPITAL EXPENDITURES

Below is a summary of the 2004 capital expenditures in the *Annual Operating Budget*. The capital expenditures include authorizations for land and land improvements, buildings, equipment with a unit cost of \$5,000 or greater and a useful life of at least two year, and infrastructure assets (streets, roads, bridges, canals and sewer and drainage systems).

### SPECIAL REVENUE FUNDS:

#### **MOSQUITO ABATEMENT AND RODENT CONTROL — \$260,400**

Approved capital outlay items include two electric security fences, \$26,000; an onboard realtime system, \$30,000; two ULV spray units with monitors, \$15,000; a Micronair spray pod, \$30,000; and twelve motor vehicles, \$159,400.

#### **LIBRARY BOARD OF CONTROL — \$62,590**

Funding of \$38,590 is approved for the purchase of office furniture for computer work room and the children's room, desk and wall system for the Centroplex branch, and a printer for the computer room to print computer reports. Funding in the amount of \$10,000 is approved for the purchase of a mail server. In addition, funding of \$14,000 is approved for the purchase of a new car for use by the business office.

#### **FEDERAL FORFEITED PROPERTY — \$100,000**

Funding is provided for the purchase two replacement vehicles, \$40,000 and a surveillance platform for a truck, \$60,000.

#### **EBRP COMMUNICATIONS DISTRICT — \$300,000**

Funding is provided for the purchase of a redundance system used to back-up the Computer Aided Dispatch (CAD) system at the Advanced Traffic Management (ATM) building.

#### **BROWNSFIELD FIRE PROTECTION DISTRICT — \$18,000**

Funding in the amount of \$18,000 is approved for the purchase of a fire service pickup truck.

### CAPITAL PROJECTS FUNDS:

#### **MISCELLANEOUS CAPITAL PROJECTS FUND — \$12,950,000**

Funding is provided for Library capital improvements.

#### **CAPITAL IMPROVEMENT FUND — \$662,500**

Funding is included for the Downtown Streetscape - Shaw Center for the Arts.

#### **ROAD & STREET IMPROVEMENT FUND — \$19,633,000**

Funding is provided for various street and road improvements.

#### **GENERAL CAPITAL EXPENDITURE FUND — \$2,774,240**

##### **CITY COURT — \$17,690**

Funding in the amount of \$17,690 is approved for the purchase of computer equipment to upgrade the Court's computer network.

##### **POLICE DEPARTMENT — \$1,000,000**

Funding in the amount of \$1,000,000 is included for the purchase of 50 fully-equipped vehicles, in order to replace vehicles that are 3 to 5 years old.

##### **FIRE DEPARTMENT — \$155,000**

Funding in the amount of \$155,000 has been included for the purchase of 10 vehicles to replace vehicles that are 7 years old.

##### **PUBLIC WORKS — \$351,550**

Various street improvements in the amount of \$306,550 are planned. In addition, \$35,000 is included for the purchase of computer equipment and \$10,000 for a copier.

# CAPITAL IMPROVEMENT PROGRAMS

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## DEPARTMENTAL CAPITAL EXPENDITURES (CONT.)

### GENERAL CAPITAL EXPENDITURE FUND (CONTINUED)

#### PRIORITY BUILDING IMPROVEMENTS — \$1,250,000

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

### ENTERPRISE FUNDS:

#### COMPREHENSIVE SEWERAGE SYSTEM FUND — \$1,603,640

GENERAL ADMINISTRATION — Capital Outlay of \$104,000 is approved for the purchase of two flow meters, \$45,000; and four replacement vehicles, \$59,000.

ENVIRONMENTAL — Capital Outlay of \$14,000 is approved for the purchase of a replacement vehicle.

WASTEWATER COLLECTION — Capital Outlay of \$500,000 is approved for heavy construction equipment, \$260,000; building improvements, \$10,000; twelve replacement vehicles, \$180,000; and light plant equipment and generators, \$50,000.

WASTEWATER TREATMENT — Capital Outlay of \$979,640 is approved for various plant equipment, \$129,000; laboratory construction project, \$100,000; scientific equipment, \$11,740; and twenty vehicles, \$738,900.

FINANCE/SERVICE FEE BUSINESS OFFICE — Capital Outlay is approved for the purchase of a new on-line inquiry system for the City of Baker, \$6,000.

#### SOLID WASTE DISPOSAL FACILITY FUND — \$7,000

Funding is included for computer equipment.

#### BATON ROUGE AIRPORT DISTRICT — \$144,550

Capital Outlay proposed includes a paint stripper, \$10,000; 800-MHz radios, \$57,000; three vehicles, \$66,500; and a telephone taping system, \$11,050.

### INTERNAL SERVICE FUNDS:

#### CENTRAL GARAGE — \$13,000

Funding is included for the purchase of a high speed brake lathe, \$6,000 and above ground lift, \$7,000.

#### TOTAL DEPARTMENTAL CAPITAL EXPENDITURES — \$38,528,920

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