

## CAPITAL IMPROVEMENT PROGRAMS

---

Included in this section is a summary of major capital improvements which are either continuing into or beginning in 2005, as well as details of the 2005 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 described in this section are not intended to be all-inclusive, but they 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.

**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 229)

**Road and Street Improvement Fund.** Project-length budgets are presented for the five-year program beginning July 1, 1997, and the five and one-half 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 and 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 five and one-half 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 230) Also included in this fund is the distribution of all tax proceeds for the municipalities of Baker and Zachary.

**Sewer Capital Improvement Program.** 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 was completed in March, 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 appropriation from undesignated fund balance dedicated to Emergency Medical Services and from the General Fund - Fund Balance Undesignated. Construction began in 2004 and is expected to be completed in 2005.

**Riverfront Improvements.** A brief discussion is presented on the plans for the Baton Rouge River Center improvements and expansion, the Planetarium/Space Theater/Train Renovation/Plaza improvements, and parking facilities. These improvements will be funded through a combination of revenues at the state and local level and will therefore 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 and adjacent areas.

**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 of 1997.

## CAPITAL IMPROVEMENT PROGRAMS

---

**Community Development Block Grant.** The grant is awarded on 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 2004. Funding is included in the 2004-2005 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 Planning Commission, Department of Public Works, Road Rehabilitation Program, Solid Waste Disposal Facility, and Central Garage operating budgets.

**Departmental Capital Expenditures.** A summary of the 2005 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." This 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 on 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.

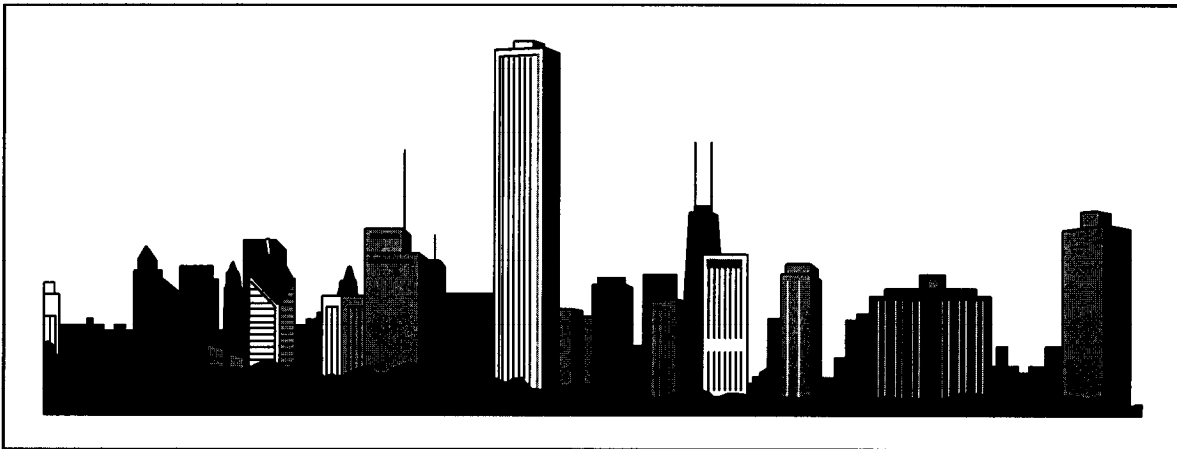
In an effort to further refine the "2010 Land Use Plan," the Metropolitan Council adopted new Horizon Plan land-use categories. The new Horizon Plan land-use categories created a need to develop related zoning districts. After nearly a year in preparation and extensive public meetings, a Zoning Committee recommended new zoning districts consistent with the Horizon Plan land-use categories. In 1999, the Metropolitan Council adopted these new zoning districts allowing the 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, and review the growth and development plans for the Parish and for their neighborhood. The Planning Commission completed this meeting process for Growth Centers 1, 2, 3, 4 and 5 in 2003. In 2004, the Community Planning Process will be completed for Growth Centers 6, 7, 8, 9, 10, and 11. It is anticipated that the Community Planning Process will be completed for Growth Centers 12, 13, 14, 15, 16, and 17 in 2005.

## GEOGRAPHIC INFORMATION SYSTEM (GIS)

In 2003, GIS staff began work on a prototype "Parcel Finder" website. In January 2004, online maps were made available to the public on the City-Parish's web page. This process will continue to be developed and coincides with the Mayor-President's e-government efforts.

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 original Agreement extended for two years and included the City-Parish Department of Public Works Engineering and Inspection Divisions, Information Services Department, and the Planning Commission. The process was continued into 2002 to include the completion of the base map (transportation, street center lines, building footprints, and subdivision lots).

Additional funding through the U.S. Army Corps of Engineers has allowed the continuation of the 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, and completing the political/municipal boundaries and the zoning layer. In 2004, the following GIS tasks were completed: 1) the parcel layer, including a "Quality Assurance and Quality Control" check; 2) GPS data collection, which allowed for the finalization of the sewer and drainage layers; and 3) a new set of aerial photography for the parish. In 2005, additional GIS applications related to growth scenarios, land use and development, and other specialized studies will be developed.



# 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 must be submitted to the Metropolitan Council for their consideration and approval. Detailed below are the capital projects, other than sewer, which have been funded as of October 31, 2004. This presentation represents appropriations made to date for these projects. Additional supplemental appropriations may be required in the future in order to complete the projects.

The construction of the street, intersection, 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	
	10/31/04	STATUS
<b>SOURCE OF FUNDS:</b>		
General Fund-Fund Balance Undesignated	16,977,461	
General Fund-Gaming Revenues	38,842,097	
Interest Earnings	4,773,984	
Contributions/Donations	702,842	
1965 Capital Improvement Program-Excess Property Taxes	353,527	
State Capital Outlay	8,700,000	
Federal & State Assistance	4,899,762	
<b>TOTAL SOURCE OF FUNDS</b>	<u><u>75,249,673</u></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
City-Parish Morgue (Medical Forensic Facility)	527,059	D
Delmont Community Center	200,109	F
Dr. Martin Luther King Community Center	125,000	P
Dr. Martin Luther King/Eden Park Community Center Parking Lot	35,177	F
Governmental Building Roof Replacement	170,999	F
Head Start Centers	1,209,233	D,C,F
Health Unit Improvements	212,000	P
Parish Prison Roof Replacement	471,145	C
Police/EMS Public Safety Complex	300,000	C
<b>TOTAL</b>	<u><u>4,119,397</u></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><u>400,000</u></u>	
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
Acadian Thruway at Florida Boulevard Intersection Improvement	374,901	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
Bluebonnet Extension (Burbank to Nicholson)	8,977,305	F
Bluebonnet Blvd at Highland Rd and Linkwood Court	50,800	P
<b>(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)</b>		

**CAPITAL IMPROVEMENT PROGRAMS**

**CAPITAL IMPROVEMENT FUND (CONT.)**

	<b>CURRENT BUDGET</b>	
	<b>10/31/04</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
Bluebonnet Library Turning Lane	42,787	F
Brightside Lane at University House Apts.	183,357	F
Burbank Drive at Gardere Lane Intersection Improvement	688,066	F
Burbank at Boyd at Nicholson	22,350	P
Burbank Drive Turning Lanes	150,000	P
College Drive Improvements Phase I, Phase II, and Phase III	2,782,395	F/F/F
College at Bawell, College at Corporate, and College at Jefferson	15,700	P
College Drive at I-10(Between Perkins & I-10)	200,000	C
College at I-10	509,000	C
Concrete Patching/Removal Congress Blvd. and Bluebonnet	163,039	F
Core Lane and Joor Road	150,000	P
Corporate Boulevard Traffic Signal at Energy Drive	21,955	F
Coursey at Jones Creek and at Stumberg	10,000	P
Coursey at Southpark/Royal Acot	350,000	D
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
East Parker	350,000	D
Essen Lane at I-12/Sholar	10,000	P
Essen Lane at Sholar	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
Ford Street Improvements	200,000	D
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 and Kenilworth Intersection Improvement	200,000	D
Highland Road at Gardere Lane Intersection Improvement	102,408	F
Highland Road at Perkins Road	135,977	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	P
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 Road at Jefferson Hwy	525,442	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 & Gurney Road Intersection Improvement	200,000	D
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
(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

**CAPITAL IMPROVEMENT PROGRAMS**

**CAPITAL IMPROVEMENT FUND (CONT.)**

	<b>CURRENT BUDGET</b>	
	<b>10/31/04</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
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
Nairn Drive/Balis Drive Connection Improvement	300,000	D
Nicholson at Brightside	17,500	D
Nicholson Drive at Gardere Lane	7,000	P
North Boulevard (10th to 19th)	694,480	C
North Foster Drive at Airline Highway Intersection Improvement	339,940	F
North Foster Drive at Gus Young Avenue	315,637	F
North Harrell's Ferry Road Traffic Improvement	7,500	P
N. Harrell's Ferry Road (Old Hammond Hwy. to S. Sherwood Forest Blvd.)	150,000	D
North Sherwood Forest Drive (S. Choctaw to Greenwell Springs Road) 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 Road)	4,672,891	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.	188,583	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 at LA 19 Intersection Improvement	100,014	F
Railroad Crossing Improvement (Choctaw at Greenwell Springs Road)	110,000	F
Reiger Road(Exchequer to Pecue Lane)	300,000	D
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 Road Intersection Improvement	1,609,618	C
Sherwood Forest Blvd., I-10, and Mead Road	6,825	P
Silverleaf at Mickens Road	130,000	P
South Choctaw Drive at Airway Drive Intersection Improvement	489,031	F
South Harrell's Ferry Road at 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	401,355	F
Stevendale Road at Florida Boulevard Intersection Improvement	200,931	F
Stumberg Lane/Coursey Boulevard Intersection Improvement	257,132	F
Sullivan Road at Lovett Road	509,733	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	120,306	F
YMCA Plaza and Perkins Road	48,870	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>10/31/04</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>STREET, INTERSECTION, BRIDGE, AND TRAFFIC SIGNAL IMPROVEMENTS:</b>		
Federal State Project Matching Funds	1,372,582	
<b>TOTAL</b>	<u>54,711,423</u>	
<b>BRIDGE AND DRAINAGE IMPROVEMENTS:</b>		
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	1,300,000	F
Beaver Bayou Phase II C & S (Greenwell Springs Road to Wax Rd)	82,924	F
Blackwater Bayou C&S (Comite River to Hooper Road)	43,246	F
Blackwater Bayou C&S (Hooper Road to Blackwater Rd)	88,501	F
Boyd Ave Culvert Extension, 22nd to Fuqua (Bogan Walk)	1,007,316	F
Broadmoor Avenue	271,055	F
Brushy Bayou/Whites Bayou C&S Phase I	356,423	F
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 Road to Kenilworth)	157,158	F
Earl K. Long Drainage	23,900	C
East Lakeshore	35,000	C
Elbow Bayou Wetlands Delineation	12,162	F
Elm Grove Garden Sidewalk & Drainage Improvement	231,633	P
Fairchild Street Drainage	50,000	C
Fairfields Lateral Enclosure at Acadian Thruway	138,017	F
Florence Street Drainage	150,000	D
Geo Je's Drainage	130,000	D
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	496,275	F
Jones Creek Road Drainage Improvement(Coursey Blvd. to Harrell's Ferry Road)	75,000	P
Jones Creek Road Drainage Improvement	50,000	P
Lakeside Subdivision Outfall Improvement	119,403	F
Lasalle Street/Keed Street Drainage Improvement	150,000	P
Mid-City Sidewalk and Drainage	270,450	F
Morgan Place Lateral of Blackwater Bayou Clearing and 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
North 49th Street Drainage	30,000	P
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 Road 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 Improvements LSU to Bob Pettit	1,008,763	F
Weiner Creek Drainage Improvements	311,190	F
Westminster Subdivision (Back-Flow Valves)	250,000	C
Woodhaven Street Drainage Improvements	150,000	P
Woodland Ridge Drainage Improvements	415,786	F
Zachary Estates Drainage Improvements	486,889	F
<b>TOTAL</b>	<u>12,091,728</u>	
(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED (H) HOLD (Awaiting permit)		

**CAPITAL IMPROVEMENT PROGRAMS**

**CAPITAL IMPROVEMENT FUND (CONT.)**

	<b>CURRENT BUDGET</b>	
	<b>10/31/04</b>	<b>STATUS</b>
<b>USE OF FUNDS (CONT.):</b>		
<b>OTHER IMPROVEMENTS:</b>		
Mississippi River Levee Bike Path	400,000	P
Pride/Port Hudson Bridges	500,000	C
Relocation of Utilities Across River Road	210,000	F
South Baton Rouge/Hope VI Area Grant	462,500	P
Downtown Streetscape for Arts Block	<u>2,200,000</u>	D
<b>TOTAL</b>	<u><u>3,772,500</u></u>	
<b>CONTINGENCIES</b>	<u><u>154,625</u></u>	
<b>GRAND TOTAL USE OF FUNDS</b>	<u><u>75,249,673</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. The monies received from the state can be used for the constructing and repairing of roads and bridges and to assist in the cost of providing public transit. These funds are accounted for in a Special Revenue Fund entitled "Parish Transportation Fund." Prior to 1995, the monies were used primarily as a supplement to the budgets of the Public Works street and bridge repair divisions, for emergency bridge repair contracts, as operational support for Capital Area Transit System (CATS), and for the purchase of new buses for CATS. 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 2005 budget includes \$1.4 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 Gibbens Lateral, and Gourrier Lane at the lateral of Bayou Fountain were completed in 2003. Bridges will be replaced and under construction in 2005 for Comite Drive bridge at Comite River, Frenchtown Road bridge at Beaver Bayou, Sharp Road at Jones Creek, and Barnett Road at Drainage Bayou. In addition, major repairs were made to the Pride-Baywood bridge at Mills Creek and Taylor Street bridge at Corporation Canal in 2004.

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 meeting minimum safety requirements, to an aggressive bridge replacement program. The 2005 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 \$1,082,230 for CATS operations and capital match.

PROJECT TITLE DESCRIPTION	1995-2004 BUDGET	2005 BUDGET	2006-2007 PROJECTION	TOTAL BUDGET	STATUS
<b>Bridge Improvements:</b>					
Pecue Lane Bridge	\$4,392	\$0	\$0	\$4,392	F
North Flannery Road at Engineer's Depot Canal	85,850	0	0	85,850	F
Barringer-Foreman Road at Ward's Creek	381,879	0	0	381,879	F
Vermont Street at Corporation Canal	267,036	0	0	267,036	F
Matthews Street at Robert Canal	324,096	0	0	324,096	F
Summers Road at Lateral of Beaver Bayou	39,918	0	0	39,918	F
Dyer Road at Comite River	2,395,312	0	0	2,395,312	F
South Harrell's Ferry Road at Knox Branch	78,346	0	0	78,346	F
Elliot Road at Drainage Bayou	435,854	0	0	435,854	F
Valley Street at Dawson Creek	540,861	0	0	540,861	F
Elm Drive at Hurrricane Creek	444,432	0	0	444,432	F
Mahoney Road at Mill Creek	434,311	0	0	434,311	F
Wilson Street Bridge at Cypress Bayou	44,563	0	0	44,563	F
North Sherwood Forest Box Culvert	214,830	0	0	214,830	F
Core Lane at Drainage Canal	548,527	0	0	548,527	F
Balis Drive at Dawson Creek	515,071	0	0	515,071	F
Gore Road at Gibbens Lateral	118,432	0	0	118,432	F
Antioch Road at Claycut Bayou	668,693	0	0	668,693	F
Comite Drive at Comite River	2,550,000	0	0	2,550,000	C
Frenchtown Road at Beaver Bayou	2,165,460	250,000	0	2,415,460	C
Fairchild Street at Monte Sano Bayou	116,173	0	0	116,173	F
Gourrier Road Bridge	222,019	0	0	222,019	F
Sharp Road at Jones Creek	0	500,000	0	500,000	P
Barnett Road at Drainage Bayou	0	275,000	0	275,000	P
Jones Creek Road at Jones Creek	0	100,000	850,000	950,000	P
Contingency	0	304,880	0	304,880	
	12,596,055	1,429,880	850,000	14,875,935	
<b>Street Improvements:</b>					
Monterrey Drive (Local match)	900,000	0	0	900,000	F
Industriplex at Exchequer Drive Intersection	274,307	0	0	274,307	F
<b>TOTAL</b>	<b>\$13,770,362</b>	<b>\$1,429,880</b>	<b>\$850,000</b>	<b>\$16,050,242</b>	

(F) COMPLETE (D) DESIGN (C) CONSTRUCTION (P) PROGRAMMED

# CAPITAL IMPROVEMENT PROGRAMS

## ROAD AND 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 third authorization including a construction component. The tax was then extended for an additional five and one-half years, from July 1, 2002, through December 31, 2007; 40% of the proceeds are dedicated for the repair of public roads and streets within East Baton Rouge Parish, including necessary engineering services, and the remaining 60% is committed to 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 and 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 continuation of the current street and road rehabilitation as indicated above. Included in the \$98.2 million is funding for the projects from the 1997-2002 tax that could not 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 Louisiana 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.

The Road and Street Improvement Program will increase roadway network capacity, thus allowing for better traffic flow. Under the first five-year 1997-2001 program, construction was completed on the following projects:

- South Choctaw Drive from North Sherwood Forest to Dumont Drive – completed May 1998.
- Stumberg Lane (Jefferson to Coursey) and Nicholson Drive (S. Stadium to Burbank) – completed in 2000.
- Bluebonnet (I-10 to Jefferson Highway) – initiated in late 1999 and completed in 2001.
- South Choctaw (Monterrey Boulevard to North Sherwood Forest Drive) – initiated in 2000 and completed in 2001.
- Bluebonnet (Jefferson to Airline Highway) – initiated in 2001 and completed in 2002.
- McClelland Drive (Evangeline to Airline) – completed in 2004.

Additionally, we anticipate that the following projects under this initial program will be under construction or completed in 2005:

- I-10 Frontage Road (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)
- Blount Road Improvement (Scenic Highway to Plank Road).
- Perkins Road (Essen Lane to Siegen Lane).

Under the 2002-2007 Road and Street Improvement Program, right-of-way acquisition started in 2004 and will be completed in 2005 on the following streets:

- Comite Drive (Plank Road to Comite River)
- South Harrell's Ferry Road (South Sherwood Forest Boulevard to Millerville Road).

Under the 2002-2007 program, construction began in 2004 on the following streets and will be completed in 2005:

- George O'Neal Road (Jones Creek Road to O'Neal Lane)
- Lobdell Avenue (Jefferson Highway to Goodwood Boulevard)

Additionally, it is anticipated that the following projects will be under construction in 2005:

- Picardy Avenue Extension (Essen Lane to Bluebonnet Boulevard)
- South Choctaw Drive (North Flannery Road to Central Thruway)
- O'Neal Lane Clearing and Embankment (George O'Neal Road to South Harrell's Ferry Road)

**CAPITAL IMPROVEMENT PROGRAMS**

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

<b>BUDGET SUMMARY</b>	<b>2004 &amp; PRIOR BUDGET</b>	<b>2005 BUDGET</b>	<b>2006-2007 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	83,240,890	0	0	83,240,890
Interest Earnings	6,815,340	100,000	0	6,915,340
Transfer from General Fund	50,000	0	0	50,000
Contributions from Private Businesses	72,430	0	0	72,430
<b>TOTAL SOURCES</b>	<b>90,178,660</b>	<b>100,000</b>	<b>0</b>	<b>90,278,660</b>
<b>USE OF FUNDS:</b>				
Blount Road Improvement (Scenic Hwy. to Plank Road)	11,400,000	0	0	11,400,000
Bluebonnet Road Realignment (I-10 to Airline Hwy.)	17,904,690	0	0	17,904,690
Central Thruway (S. Choctaw Dr. to Greenwell Springs)	2,371,770	0	0	2,371,770
I-10 Frontage Roads (Phase I) (Bluebonnet to Siegen)	22,748,760	0	0	22,748,760
McClelland Drive (Evangeline St. to Airline Hwy.)	4,200,000	0	0	4,200,000
Nicholson Drive (S. Stadium Road to Burbank Dr.)	2,835,100	0	0	2,835,100
North Boulevard (10th St. to 19th St.)	14,210,000	0	0	14,210,000
Perkins Road (Essen Lane to Siegen Lane)	2,500,000	100,000	0	2,600,000
South Choctaw Drive (Monterrey Dr. to Dumont Dr.)	7,247,820	0	0	7,247,820
Stumberg Lane (Jefferson Hwy. to Coursey Blvd.)	4,760,520	0	0	4,760,520
<b>TOTAL USES</b>	<b>90,178,660</b>	<b>100,000</b>	<b>0</b>	<b>90,278,660</b>

<b>BUDGET SUMMARY</b>	<b>2004 &amp; BUDGET</b>	<b>2005 BUDGET</b>	<b>2006-2007 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	43,750,330	17,899,580	35,974,460	97,624,370
Interest Earnings	300,000	150,000	175,630	625,630
<b>TOTAL SOURCES</b>	<b>44,050,330</b>	<b>18,049,580</b>	<b>36,150,090</b>	<b>98,250,000</b>
<b>USE OF FUNDS:</b>				
Completion of 10 Existing Projects:				
Central Thruway (S. Choctaw Dr. to Greenwell Spr.)	15,333,000	1,267,000	2,400,000	19,000,000
North Boulevard (10 <sup>th</sup> Street to 19 <sup>th</sup> Street)	2,400,000	0	0	2,400,000
Comite Drive (Plank Road to Comite River)	2,250,000	2,500,000	12,800,000	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)	3,100,000	0	0	3,100,000
O'Neal Lane (George O'Neal Ln. to S. Harrell's Ferry	5,667,330	2,782,660	5,500,010	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	7,900,000	0	9,500,000
S. Harrell's Ferry Road (S. Sherwood Forest Blvd. to Millerville Road)	3,450,000	3,599,920	15,450,080	22,500,000
<b>TOTAL USES</b>	<b>44,050,330</b>	<b>18,049,580</b>	<b>36,150,090</b>	<b>98,250,000</b>

## CAPITAL IMPROVEMENT PROGRAMS

---

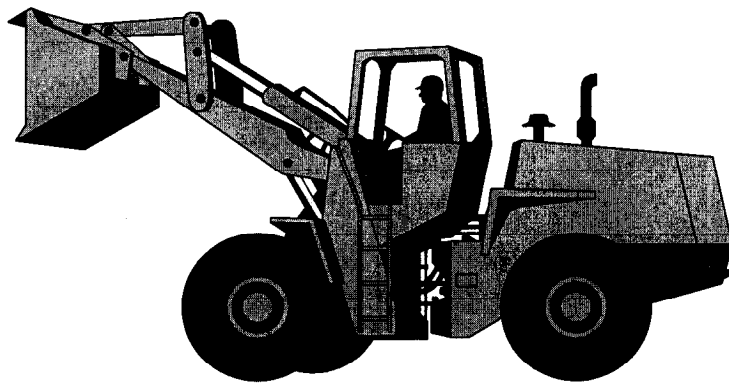
### PARISH STREET MAINTENANCE FUND STREET AND ROAD REHABILITATION PROGRAM

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 street 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 continuation 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, 2003, an estimated \$6.7 million will have been forwarded to Baker and \$7.6 million to Zachary. During this time period, revenues in excess of \$219 million will have been collected for the rehabilitation of roads in the City-Parish portion of the program. As of September, 2004, approximately 1,453.17 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 2005, the proposed operating budget includes projected revenues of \$13,374,170. Of this amount, \$555,820 and \$813,940 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 \$12,004,410, represents 40% of the proceeds from the tax and should rehabilitate approximately 37 miles of streets and roads in 2005. 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 and 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

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 on March 14, 2002. This consent decree replaced 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 large penalties on the City-Parish and allows the City-Parish until December 31, 2014, for completion of the Sewer Capital Improvements Program. The execution of this consent decree by all parties avoided 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 September 30, 2004, the City-Parish had appropriated \$629.7 million for sewer capital improvements. Of this amount, \$150.1 million will fund the first phases of the Sanitary Sewer Overflow (SSO) Corrective Action 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, six EPA grants have been awarded to the City-Parish totaling \$6.9 million, with the local 45% match providing \$5.6 million, for a total of \$12.5 million. The purpose of these grants is to assist the City-Parish in evaluating the condition of the sewerage system, provide funding for improvements at the treatment plants, and assist the City-Parish in implementing the SSO Plan.

### STATUS AS OF SEPTEMBER 30, 2004

<b>Sources of Funds:</b>	
Long Term Bonds (Net of Issuance Costs and Debt Service Reserves)	\$359,001,660
Pay-As-You-Go Funding	194,051,300
EPA Grant - Federal and Local Match for Construction Only	8,048,900
Sewer Impact Fees	11,040,300
Miscellaneous	270,000
Interest Earnings	57,276,040
Total Sources of Funds	\$629,688,200
<b>Uses of Funds:</b>	
<b>EPA Related Projects:</b>	
North Treatment Plant	\$85,542,400
Central Treatment Plant	35,381,500
South Treatment Plant	77,931,500
Phase IB Miscellaneous Treatment Plant Improvements	956,500
Sanitary Sewer Overflow Corrective Action Plan	150,068,900
Non-SSO Infrastructure Improvements	12,000,000
Supplemental Environmental Projects (SEPS)	1,399,000
Trunkline System	91,579,500
Overflows/Bypasses	29,170,200
Suburban Treatment Plant Upgrade/Demolition	5,214,300
Rehabilitation Construction	13,921,700
Design Engineering	14,605,600
Construction Administration	12,291,300
Total EPA Related Projects	530,062,400
<b>Non-EPA Related Projects:</b>	
Miscellaneous Treatment Plant Improvements	10,692,200
Rehabilitation Construction	78,051,300
Telemetry System	3,644,000
Sewer Impact Fees Projects	6,384,000
Miscellaneous Projects	854,300
Total Non-EPA Related Projects	99,625,800
Total Uses of Funds	\$629,688,200

# CAPITAL IMPROVEMENT PROGRAMS

---

## SEWER CAPITAL IMPROVEMENT PROGRAMS (CONT.)

### Sanitary Sewer Overflow (SSO) Corrective Action Plan

The objective of the Sanitary Sewer 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 sanitary sewer overflows, 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, yards, streets, and drainage ditches.
- Reducing potential claims against the City-Parish resulting from backups, overflows, and stoppages.
- Insuring compliance with national, state, and local requirements including the Clean Water Act, EPA Region Six and Louisiana DEQ Policies.
- Developing and maintaining a comprehensive computerized 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 and implementing procedures for inspecting and ranking sewers 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 wastewater 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 2005 operating budget will provide an additional \$2,000,000 for this program, \$1,296,000 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 2005 operating budget provides \$3,000,000 to fund this program and \$1,000,000 for parishwide point repair projects.*
- *Emergency Sewer Point Repair Program - The 2005 operating budget will provide \$2,000,000 to continue this high priority sewer repair program.*
- *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.*

A comprehensive financing model has been developed and is being utilized by the Finance Department to manage the finances of the Sanitary Sewer Overflow Improvement Program. The first annual 4% sewer user fee increase went into effect on January 1, 2004. Annual 4% sewer user fee increases will continue to be levied throughout the life of this program. In order to mitigate additional increases in the sewer user fee, the City-Parish will continue to seek low interest loans and federal and state grants to reduce program costs.

## CAPITAL IMPROVEMENT PROGRAMS

### BATON ROUGE METROPOLITAN AIRPORT DISTRICT

The Airport received funding to complete a Master Plan to determine what direction the Airport will take for the next several years. The Master Plan has been completed and accepted by the Airport Commission and Authority. Presently, the Federal Aviation Administration (FAA) is reviewing the document and the Airport has held the public hearing to get comments from the citizens of the parish and city. In addition to this study, the Airport has also commissioned an environmental assessment and benefit cost analysis to determine any environmental issues, as well as the economic benefits of the study. Once the document is approved, the Airport will be in line to receive funding from the FAA and the state Office of Aviation for the recommended projects.

	Committed 08/25/04	Estimated Project Budget
<b>SOURCE OF FUNDS</b>		
City Sales Tax Revenue Bonds	\$12,500,000	\$12,500,000
State Capital Outlay	11,840,204	6,878,047
State Capital Match	4,391,046	9,523,971
State Trust Fund	178,072	1,500,000
Airport Discretionary Cash	324,045	343,673
FAA / State Grants	33,880,416	67,743,732
Passenger Facility Charges	11,752,808	12,388,395
Pre-lease	637,413	637,413
Maintenance and Operations	527,435	778,953
Renewal and Replacement	250,000	250,000
State Office of Economic Development	75,000	75,000
Entergy	15,000	15,000
Louisiana Community Development Authority	9,494,893	19,000,000
Airport Operating Budget	212,524	0
<b>TOTAL SOURCE OF FUNDS</b>	<b>\$86,078,856</b>	<b>\$131,634,184</b>
<b>USE OF FUNDS</b>		
Terminal Building Renovation	\$45,183,107	\$46,128,902
Air Cargo Facility	2,802,371	4,220,967
Terminal Access Road	668,199	676,370
Overlay Taxiways and Aprons	3,328,049	5,063,832
Alternative Fuel Pilot Program (ILEAV)	521,469	521,469
Reconstruct Runways	9,200,240	17,671,384
Security Checkpoint Modification	25,543	2,396,710
Noise Mitigation Program	13,325,525	28,437,070
Master Plan Program Management	989,278	989,278
Loading Bridges	2,278,860	2,278,860
Parking Garage	363,168	6,127,244
Aircraft Rescue and Fire Fighter (ARFF) Equipment	150,578	150,578
Perimeter Road Construction	1,277,778	1,277,778
Atlantic Southeast Airlines Hangar	5,155,707	5,015,000
Environmental Assessment and Benefit/Cost Analysis	593,172	895,000
Drainage Projects	215,812	9,783,742
<b>TOTAL USE OF FUNDS</b>	<b>\$86,078,856</b>	<b>\$131,634,184</b>

## CAPITAL IMPROVEMENT PROGRAMS

---

### BATON ROUGE METROPOLITAN AIRPORT DISTRICT (CONT.)

The Airport is estimating that the \$23 million reconstruction of runway 4L/22R will be completed by the end of 2004. This project consists of replacing the old runway pavement and electrical components with new material, as well as making pavement repairs to taxiway Alpha. In an effort to progress with the recommendations outlined in the Master Plan, the Airport conducted an environmental assessment and benefit cost analysis on several projects, which included extending runway 4L/22R and relocating Plank and Blount Roads. At the present time, the environmental assessment for these projects is being reviewed by the FAA.

The construction of a new and larger Air Cargo Facility began in July of 2004. The new facility will consist of approximately 32,000 square feet, of which 27,000 square feet is for the storage of cargo and 5,000 square feet is to be used for tenant office space. This project will allow for both airside ramps and new roadways leading to and from the facility for more efficient loading and unloading of cargo. The facility will also allow for additional cold storage that is critical to florists, seafood, and other such markets using this facility. The Airport has awarded a contract to Aviation Facilities Company to manage this operation. This company has locations throughout the United States in which it partners with other cargo operators and manages their operations.

Phase II of the Parking Garage commenced in the fall of 2004. The \$6.5 million project is being built adjacent to the existing garage and will also double as the "rental car ready lot" for the rental car agencies. The new facility will include 327 parking spaces for the rental car agencies and add an additional 299 parking spaces for the traveling public. This project will also expand and renovate the current rental car facility and connect it to the terminal building.

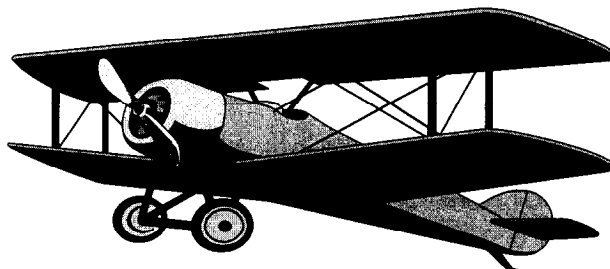
Since the new security regulations at the Airport went into effect, the holding areas for "meeters and greeters" at the Airport are no longer available. These patrons must stand in walking areas and in front of the screening area, causing longer lines and little space for passengers entering and exiting the sterile area of the terminal. To alleviate this problem, the Airport plans to enlarge areas in front of the checkpoint where persons who are not ticketed passengers can wait for passengers. At the same time, additional offices will be built for Airport staff and consultants. These consultants will pay the terminal square-footage rate for this area.

The Airport has 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.

### 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 easement program, wherein the Airport pays the homeowner a one-time fee for a noise aviation easement, 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. Through this program, the Airport has successfully mitigated 1,537 homes, two schools, and two churches out of 1,756 properties approved to be mitigated by the FAA noise study. The Airport has received in excess of \$71 million to fund these projects since 1986. There are presently approximately 710 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 property tax approved by voters on July 15, 1995, for the years 1996-2005. In 2004, the millage rate was adjusted downward to 9.97 as the result of the reassessment of property and rollback of the tax millage rate by the Metropolitan Council. This tax funds all operating expenses of the library system and provides for a pay-as-you-go capital improvement program. The prior ten-year tax approved on September 27, 1986, at 8 mills was effective for the years 1986 through 1995, and funded \$14.6 million in capital improvements, enabling the system to build three regional branch libraries: Bluebonnet Regional Branch (37,600 square feet, opened in 1993), Jones Creek Regional Branch (34,750 square feet, opened in 1990), and Greenwell Springs Road Regional Branch (26,672 square feet, opened in 1997). 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/Chaneyville, and Scotlandville communities; new branches in the South Baton Rouge and Zachary communities; and an expansion of the Delmont Gardens Branch. The Baker Branch with 17,900 square feet, opened April 9, 2001, the Scotlandville Branch with 17,985 square feet, opened October 9, 2001, the Central Branch with 18,263 square feet, opened June 11, 2002, and the new Zachary Branch with 18,000 square feet, opened May 4, 2004.

Construction is underway for the new Carver Branch (12,000 square feet), new Eden Park Branch (14,000 square feet), new Pride/Chaneyville Branch (12,000 square feet), and for the expansion of the Delmont Gardens Branch (19,267 square feet). These branches are expected to open in 2005. The 2005 budget impact of opening these branches is estimated at \$1,038,550. The new branches and renovated Delmont Gardens Branch will add approximately 43,072 more square feet to the library system and will require increased operational expenditures for personnel, utilities, janitorial services, ground maintenance, and insurance cost. In addition, the Library Board Site Selection Committee is currently seeking property for a new library for the South Baton Rouge area.

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.

The library's long-range capital plan includes the replacement of the Main Library with a 200,000-square-foot facility. Funds in the amount of \$12.4 million were appropriated in the 2003 and 2004 Annual Operating Budgets. Funds in the amount of \$14.2 million will be appropriated in 2005 and \$14 million is projected in 2006 for a total of \$40.6 million.

PROJECT	CURRENT BUDGET 2004 & PRIOR *	2005 BUDGET	2006 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	3,623,250	0	0	3,623,250
Baker Branch Library	3,573,960	0	0	3,573,960
Central Branch	3,898,770	0	0	3,898,770
<b>Carver Branch:</b>				
Land	150,000	(50,000)	0	100,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	334,020	0	0	334,020
Buildings	2,550,000	125,000	0	2,675,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,359,020	75,000	0	3,434,020
<b>Eden Park Branch:</b>				
Land	150,000	(66,000)	0	84,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	275,000	35,000	0	310,000
Buildings	2,400,000	1,030,000	0	3,430,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,150,000	999,000	0	4,149,000

\* Reflects 2004 Year-end Transfers

**CAPITAL IMPROVEMENT PROGRAMS**

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

<b>PROJECT</b>	<b>CURRENT BUDGET 2004 &amp; PRIOR *</b>	<b>2005 BUDGET</b>	<b>2006 PROJECTED</b>	<b>TOTAL BUDGET</b>
<b>Pride Branch:</b>				
Land	107,000	260	0	107,260
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	275,000	0	0	275,000
Buildings	2,443,000	0	0	2,443,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,150,000	260	0	3,150,260
<b>South Baton Rouge Branch:</b>				
Land	750,000	(416,920)	0	333,080
Land Improvements	175,000	0	0	175,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,400,000	416,920	0	3,816,920
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	5,025,000	0	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	3,219,200	0	0	3,219,200
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	4,450,000	0	0	4,450,000
<b>Delmont Gardens Expansion:</b>				
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,200,000	0	0	3,200,000
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	3,975,000	0	0	3,975,000
<b>New Main Library</b>				
Buildings	12,400,000	14,200,000	14,000,000	40,600,000
<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>60,919,453</b>	<b>15,274,260</b>	<b>14,000,000</b>	<b>90,193,713</b>

\* Reflects 2004 Year-end Transfers

## CAPITAL IMPROVEMENT PROGRAMS

---

### MEDICAL FORENSIC FACILITY

Construction of a Medical Forensic Facility was completed in March of 2004 at a cost of \$1.5 million. The project consisted of the construction of two buildings—a 5,600-square-foot administration building and a 1,800-square-foot forensic building. The facility is located behind the Advanced Traffic Management and Emergency Operations Center. This new state-of-the-art facility allows for the Coroner's Office to perform and administer its duties more efficiently and will provide for better security. This building can accommodate up to 12 bodies. The operational impact in 2005 is estimated at \$27,000 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. This station will also include an adjacent building for an EMS Station. The EMS Station was 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 total cost for the joint station is \$1,425,000. Architectural work for the joint station began in 2003 and demolition and construction began in 2004, with an estimated completion date of mid-year 2005. The new stations will be manned by existing personnel from the Fire and EMS Departments. The operating cost associated with these facilities 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 the operating cost for one year will be approximately \$20,600 for utilities and \$6,000 for recurring maintenance and supplies associated with the facilities.

### RIVERFRONT IMPROVEMENTS

#### BATON ROUGE RIVER CENTER IMPROVEMENTS AND 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 Baton Rouge River Center. As of October 25, 2004, approximately \$7.7 million has been received from this source. The City-Parish is under contract through the end of 2004 with Spectacor Management Group (SMG) for operation of the facility. Negotiations are currently underway for 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 Baton Rouge River Center. The initial dedication referenced above was expanded to include capital improvements to the Louisiana Art and 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 Baton Rouge River Center expansion, which is discussed below. This local tax generates approximately \$750,000 annually. When combined with the proceeds of the state sales taxes on hotel and motel rooms, these sources 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 \$28.5 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 Baton Rouge River Center will add 70,000 square feet of exhibition space and 15,000 square feet of state-of-the-art meeting space. In addition, the existing exhibition hall will be renovated into a hotel quality ballroom. With this added space and the numerous private and public development projects adjacent to the Baton Rouge River Center, 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 Baton Rouge River Center expansion project which is presently in the construction phase. Phase I is expected to be completed December 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 is expected to be completed by the end of 2004.

## CAPITAL IMPROVEMENT PROGRAMS

---

### RIVERFRONT IMPROVEMENTS (CONT.)

#### PARKING FACILITIES

The City of Baton Rouge is working on several initiatives to meet the growing need for parking within the Central Business District (CBD) and Riverfront areas. Currently the city is constructing, as a joint partnership with the State of Louisiana, a 468-space garage located at the corner of Convention Street and Third Street in the heart of the Central Business District. 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 provide essential parking to a number of entities in the surrounding areas. Included in the Greater Baton Rouge Parking Authority budget (Fund 407) is a General Fund subsidy in the amount of \$252,730 which will provide for the debt on the new facility, as well as some renovations to our existing parking garages.

The City of Baton Rouge received a HUD grant for a financial feasibility study for the construction of a new garage in the River Center area. The study will be completed by the fourth quarter of 2004. It is anticipated that the proposed garage will have approximately 1,000 spaces, with a retail component. The garage may also serve as additional parking for the Central Business District should the trolley service hours be extended beyond their current operations.

#### PLANETARIUM/SPACE THEATER/TRAIN RENOVATION/PLAZA IMPROVEMENTS

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 \$653,000 to complete all building code requirements. The total cost of the project was \$9.76 million, which includes \$6.26 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 enhancement of the outdoor train exhibit area 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

---

### 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 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 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 \$381.8 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 \$915.85 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 2004 have seen the tremendous collaboration of public and private sectors with the construction of the new downtown Shaw Center for the Arts. This \$55 million development is a major addition to the cultural arts scene of Baton Rouge. The center comprises 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. Scheduled for completion in 2004-05, the new and renovated buildings will allow the Baton Rouge community to explore the arts to a new horizon. The City-Parish has contributed \$2.2 million towards landscaping and plaza improvements to complement the project. The plazas will incorporate interactive fountains, specialty paving and lighting, and 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 for the Arts project will be an anchor to Baton Rouge's city center and a tremendous complement to other city and state partnerships such as the Baton Rouge River Center expansion and the new Louisiana Art and Science Museum Planetarium.

### LANDFILL IMPROVEMENTS

Currently the City-Parish has a landfill gas lease agreement with Renovar, Inc. for the East Baton Rouge Parish Renewable Energy Center. The agreement provides Renovar, Inc., the rights to the landfill gas while requiring Renovar to operate and maintain the system in accordance with the requirements of Environmental Protection Agency (EPA) and the Louisiana Department of Environmental Quality (DEQ). Additionally the City-Parish will receive royalties from the sale of the landfill gas. Sales of the gas to Deltech Corporation are expected to commence in mid-December 2004.

On September 27, 2004, Shaw Environmental, Inc., commenced full construction of the North Landfill gas collection system. The projected completion date is December 30, 2004.

### COMMUNITY DEVELOPMENT BLOCK GRANT

Funding is included in the Community Development Block Grant (CDBG) program that began on October 1, 2004, for capital improvement projects, primarily street and sidewalk improvements, in the amount of \$500,000.

Most 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 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 borne by 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 enrolled in the Head Start program funded by the current operating grant.

Other items included in the current CDBG grant are \$500,000 for housing rehabilitation, \$30,000 for demolition of condemned property, and \$300,000 for a small repair housing program. Also included in the CDBG grant is activity budgeted at \$70,000 for 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

---

### 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 the 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 has been expanded to encompass both new and old motorized equipment in the General Fund divisions of the department, as well as in 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. In 2005, other departments are being included in this program. 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 2004, when approximately 8.15% 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 2005, total program cost is anticipated to be \$4,766,070. The equipment in this program is valued at \$20,920,040. Included in the total value is \$2,489,890 for equipment that will be replaced in 2005. Funding for this program has been included in the operating budgets for the following departments: Planning Commission (\$3,780), Department of Public Works General Fund (\$4,679,830), Road Rehabilitation Program (\$2,530), Solid Waste Disposal Facility Fund (\$3,410), and Central Garage (\$76,520).

# CAPITAL IMPROVEMENT PROGRAMS

---

## DEPARTMENTAL CAPITAL EXPENDITURES

Below is a summary of the 2005 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 years, and infrastructure assets (streets, roads, bridges, canals and sewer and drainage systems).

### GENERAL FUND:

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

Funding for various building improvements in the amount of \$1,250,000 is approved.

### SPECIAL REVENUE FUNDS:

#### **CITY CONSTABLE COURT COST FUND — \$ 61,000**

Funding in the amount of \$61,000 has been approved for the purchase of three vehicles.

#### **MOSQUITO ABATEMENT AND RODENT CONTROL — \$230,170**

Approved capital outlay items include five pick-up trucks and one sports utility vehicle, \$77,670; a replacement sign, \$6,000; an aircraft onboard system for application of insecticides, \$46,000; a GPS tracking system, \$23,000; a spray pod, pump, and atomizer for the aircrafts, \$30,000; security cameras and monitoring systems, \$30,000; a color copier, \$8,000; and an engine analyzer, \$9,500.

#### **LIBRARY BOARD OF CONTROL — \$164,130**

Funding in the amount of \$116,010 is approved for the purchase of shelving, a scanner/fax for patron use, two new reader/printers, a replacement printer, a security system, and telephone systems. Funding in the amount of \$48,120 is also approved for the purchase of a new server, a wireless LAN system, and a network switch.

#### **FEDERAL FORFEITED PROPERTY — \$23,370**

Funding in the amount of \$23,370 is approved for a camera surveillance system.

#### **EMERGENCY MEDICAL SERVICES — \$500,000**

Funding in the amount of \$500,000 is approved for five ambulances.

### CAPITAL PROJECTS FUNDS:

#### **MISCELLANEOUS CAPITAL PROJECTS FUND — \$15,274,260**

Funding is approved for Library capital improvements.

#### **ROAD AND STREET IMPROVEMENT FUND — \$18,149,580**

Funding is approved for various street and road improvements.

#### **GENERAL CAPITAL EXPENDITURE FUND — \$1,594,120**

##### **CITY COURT — \$20,420**

Funding in the amount of \$20,420 is approved for the purchase of computer equipment to upgrade the Court's computer network, as well as a rotary filing system.

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

Funding in the amount of \$1,000,000 is approved for the purchase of 50 fully-equipped vehicles, which will replace vehicles that are three to five years old.

##### **FIRE DEPARTMENT — \$217,000**

Funding has been approved for the purchase of 10 vehicles, \$180,000; a portable decontamination tent, \$18,000; and a chiller for the headquarters air conditioner, \$19,000.

# CAPITAL IMPROVEMENT PROGRAMS

---

## DEPARTMENTAL CAPITAL EXPENDITURES (CONT.)

### GENERAL CAPITAL EXPENDITURE FUND (CONTINUED)

#### **PUBLIC WORKS — \$356,700**

Funding has been approved for various street improvements in the amount of \$326,700. In addition, \$20,000 is included for the purchase of computer equipment and \$10,000 for a plotter.

### ENTERPRISE FUNDS:

#### **COMPREHENSIVE SEWERAGE SYSTEM FUND — \$1,736,000**

**GENERAL ADMINISTRATION** — Capital Outlay of \$189,000 approved for three flow meters, \$60,000; three replacement vehicles, \$49,000; a replacement copier, \$35,000; and engineering and scientific equipment, \$45,000.

**WASTEWATER COLLECTION** — Capital Outlay of \$442,680 approved for building improvements, \$30,000; heavy construction equipment, \$182,680; twelve replacement vehicles, \$180,000; and light plant equipment, \$50,000.

**WASTEWATER TREATMENT** — Capital Outlay of \$1,072,320 approved for building improvements, \$310,000; replacement vehicles, \$438,820; and plant equipment, \$323,500.

**FINANCE/SERVICE FEE BUSINESS OFFICE** — Capital Outlay of \$32,000 has been approved for the purchase of a new on-line inquiry system for the City of Baker, \$6,000, as well as an Imaging System, \$26,000.

#### **GREATER BATON ROUGE AIRPORT DISTRICT — \$25,000**

Funding in the amount of \$25,000 for one motor vehicle is approved.

### INTERNAL SERVICE FUNDS:

#### **CENTRAL GARAGE — \$7,000**

Funding is included for the purchase of an 18,000-pound above-ground lift for the EMS unit repair area.

### PENSION TRUST FUND:

#### **EMPLOYEES' RETIREMENT SYSTEM FUND — \$22,000**

Funding is included for a replacement Linux server, \$10,000, and a new forms sealer/folder, \$12,000.

#### **TOTAL DEPARTMENTAL CAPITAL EXPENDITURES — \$39,036,630**