



Included in this section is a summary of major capital/infrastructure improvements which are either continuing into or beginning in 2007, as well as details of the 2007 capital outlay appropriations. Moving forward with infrastructure improvements is a priority set by this Administration, and the plans set forth by this Administration will help guide the city in assuring that the future needs of the community are met and that the financial resources are available to fund those needs.

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 appropriations, such as in the case of a pay-as-you-go program, budgets for capital improvements are adopted concurrent with the annual operating budget. When a new capital improvement project is undertaken, consideration is given to the *fiscal or operational impact* of the project, which includes the additional cost for staff, maintenance, debt, and other expenses. The fiscal or operational impact depends on the nature of the capital improvement. These costs must be funded in the appropriate operating budget and factored into the total cost of the project.

The projects described in this section are not intended to be all-inclusive, but they represent some of the City-Parish's major capital initiatives. Below is a summary of the projects discussed in this section.

- **Road and Street Improvement Fund.** This construction program is supported by 70% 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 and Beautification Funds — Street and Road Rehabilitation Program.** This program is funded by the remainder of the ½-cent sales tax mentioned above. Twenty-seven percent of the proceeds of this tax are dedicated for road rehabilitation and 3% for beautification. These dedicated revenues are accounted for in separate Special Revenue Funds entitled "Parish Transportation Beautification Fund" and "Parish Street Maintenance Fund." (See pages 237 & 238)
- **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 construction and repair of roads and bridges, and for assistance 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 236)
- **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 290)
- **Baton Rouge Metropolitan Airport District.** Information is provided on the major capital improvement projects underway at the Baton Rouge Metropolitan Airport.
- **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.
- **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.



- **19th Judicial District Court Building.** This building, on which construction is expected to begin in early 2007, will allow the court to perform and administer its duties more efficiently and will provide for better security.
- **Riverfront Improvements.** A brief discussion is presented on the plans for the Baton Rouge River Center improvements and expansion and for renovation of the outdoor train exhibit. These improvements will be funded through a combination of state and local revenues and will therefore be subjected to several different budgetary processes. In addition, there is a brief discussion of the bike path on the levee and Plan Baton Rouge, the master plan for the downtown and adjacent areas.
- **Landfill Improvements.** The North Landfill is mandated by the Environmental Protection Agency (EPA) and the Louisiana Department of Environmental Quality (DEQ) to dispose of municipal solid waste and non-hazardous waste from East Baton Rouge Parish and from surrounding cities, towns, and parishes. The City-Parish is currently in the process of developing specifications in order to seek proposals for the building and operation of a gas collection system at the North Landfill.
- **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 2006. Funding is included in the 2006-2007 block grant for demolition of condemned building and various programs to renovate or repair housing and certain other structures.
- **Public Works Equipment Replacement Program.** A discussion is provided 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 operating budgets of several departments.
- **Departmental Capital Expenditures.** A summary of capital expenditures in the 2007 operating budget is provided. Included are expenditures for land and land improvements, buildings, equipment, and infrastructure assets (streets, roads, bridges, canals, and sewer and drainage systems).



Road and Street Improvement Fund

On November 17, 2001, East Baton Rouge Parish voters renewed a 1/2-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 was dedicated for the repair of public roads and streets within East Baton Rouge Parish, including necessary engineering services, and the remaining 60% was 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 were accounted for in two funds. The 40% for rehabilitation was accounted for in a Special Revenue Fund entitled "Parish Street Maintenance Fund," and the 60% for construction in a Capital Projects Fund called "Road and Street Improvement Fund." Since this program is funded on a pay-as-you-go basis, an annual appropriation was required.

On October 15, 2005, the citizens of East Baton Rouge Parish approved an extension of the existing 1/2-percent sales and use tax for street and road improvements. The proposition offered by the Administration extends the so-called "pothole" tax for an additional twenty-three years until 2030 and allows 70% of the proceeds to be used for transportations improvements. This includes the construction of new roads, widening of existing roads, and intersection and signalization improvements, along with necessary engineering, construction management, and drainage requirements for these projects. In this new program, the issuance of bonds was authorized, allowing for an accelerated construction schedule. Under the "pay-as-you-go" system of collection and road construction that has been in effect for many years, only a limited number of projects could be advanced in a given year. Meanwhile, the prices of construction materials, such as concrete and steel, have been increasing at a rate much faster than inflation. These rising cost issues are especially true with the rebuilding efforts that are underway in south Louisiana following the aftermath of Hurricanes Katrina and Rita. Extending the term of the tax and bonding the 70% transportation improvement component of the tax allows the City-Parish to complete road projects much faster and at a lower overall cost.

During April and May of 2005, public hearings were held in each Council District to solicit input from citizens. The staff of the Department of Public Works prepared a list of transportation improvement projects, called the Green Light Plan, which offered the greatest congestion relief, provided much-needed connectivity throughout the Parish, were able to be constructed, and provided the best return on investment. Simultaneously, the public was asked to offer projects with the greatest value to the community, which enhanced quality of life and improved the overall aesthetics of the street and road system. This discussion led to the dedication of a portion of the tax (3%) for beautification and street enhancement projects. The remaining portion (27%) will continue the successful road rehabilitation program.

It is estimated that over the 25-year period from January 1, 2006, through December 31, 2030, the tax will fund \$798 million in road improvement projects to be administered by the City-Parish government. It will also provide \$440 million for the rehabilitation and beautification components. In addition to the funds administered by the City-Parish, the municipalities of Baker, Zachary, and Central will share and administer \$104 million.

The first major step toward funding the projects in the Green Light Plan took place on May 3, 2006, when the Parish of East Baton Rouge issued \$125,000,000 in Road and Street Improvement Sales Tax Revenue Bonds. The first \$53,750,000 of this issue and an additional pay-as-you-go appropriation of \$4,800,000 were used to provide funding for seven existing road improvement projects that were approved under prior pay-as-you-go road improvement propositions. This provided funding in the amount of \$2,000,000 to pay the costs of issuance for the \$125,000,000 bond sale and \$3,000,000 for fast-track engineering design on several of the new projects. The projects receiving additional funding were:

<u>Street</u>	<u>Location</u>	<u>Cost</u>
Central Thruway	Florida Boulevard to Sullivan Road	\$34,000,000
O'Neal Lane	George O'Neal Road to South Harrell's Ferry Road	3,700,000
Comite Drive	Plank Road to Comite River	6,000,000
Blount Road	Scenic Highway to Plank Road	164,000
South Harrell's Ferry Road	South Sherwood Forest Boulevard to Millerville Road	8,600,000
Picardy Avenue	Essen Lane to Bluebonnet Boulevard	650,000
I-10 Frontage Road	Bluebonnet Boulevard to Siegen Lane	436,000
TOTAL		<u>\$53,550,000</u>

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 following streets were completed in Road and Street Improvement Program:

- Bluebonnet Road Realignment (I-10 to Airline Highway)
- Nicholson Drive Realignment (Skip Bertman Drive to Burbank Drive)
- South Choctaw Drive Improvement (Monterrey Drive to Dumont Drive)
- Stumberg Land Improvement (Jefferson Highway to Coursey Boulevard)
- McClelland Drive Improvement (Evangeline Street to Airline Highway)
- North Boulevard Overpass Improvement (10th Street to 19th Street)
- Blount Road Improvement (Scenic Highway to Plank Road)
- George O'Neal Road (Jones Creek Road to O'Neal Lane)
- Lobdell Avenue (Jefferson Highway to Goodwood Boulevard)

Additionally, the following projects under this program are anticipated to be under construction or completed in 2007:

- I-10 Frontage Road (Bluebonnet Boulevard to Siegen Lane) — *Completed in December 2006.*
- Central Thruway Clearing and Embankment (Florida Boulevard to Sullivan Road)
- Perkins Road (Essen Lane to Siegen Lane) — *Utility relocations are now underway and bids for construction have been received.*
- O'Neal Lane Clearing and Embankment (George O'Neal Road to South Harrell's Ferry Road)
- Picardy Avenue (Essen Lane to Bluebonnet Boulevard)
- South Choctaw Drive (North Flannery Road to Central Thruway)

Also, right-of-way acquisition is well underway and should allow for construction in early to mid 2007 for the following projects:

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



THE GREEN LIGHT PLAN

Building Better Roads for East Baton Rouge Parish

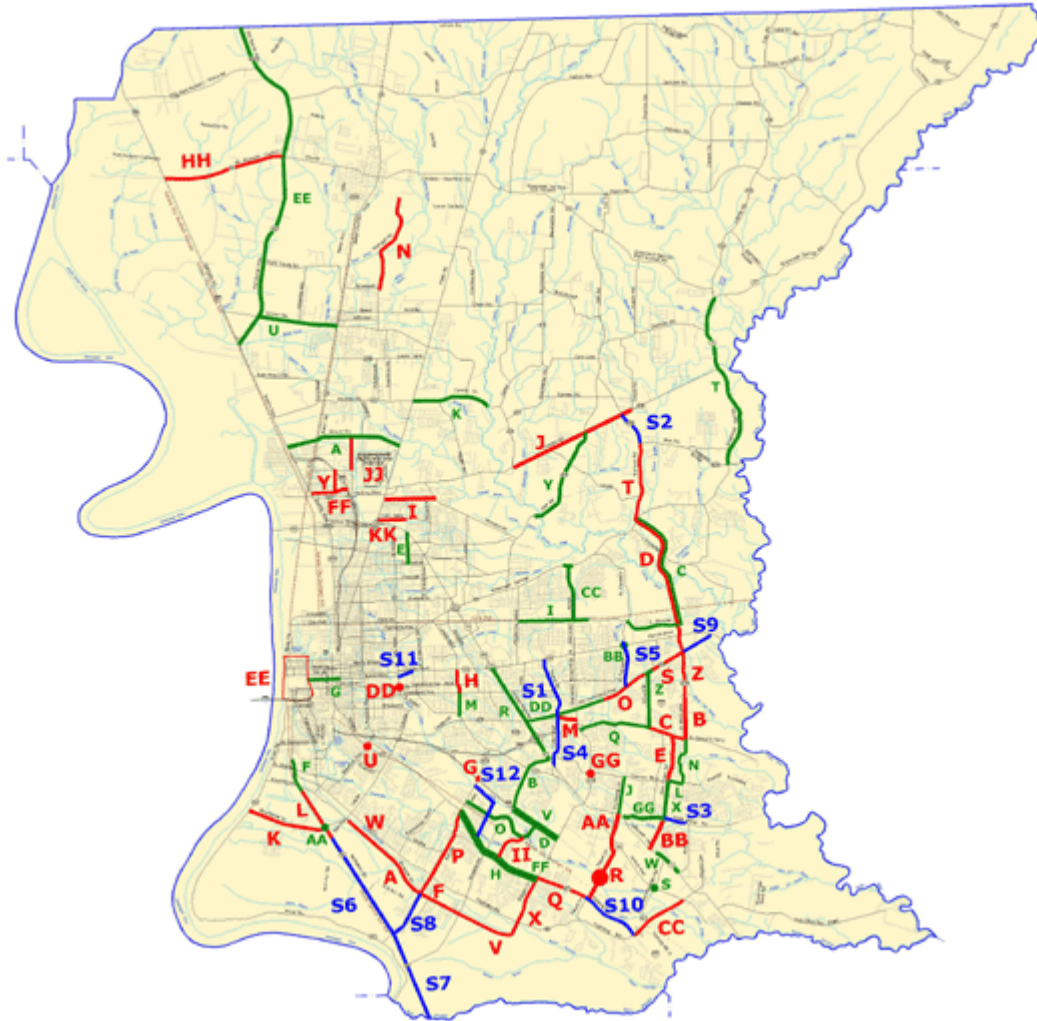
On February 22, 2006, the Metropolitan Council authorized a contract with CSRS, Inc., for program management services for the projects listed in the Green Light Plan. The program manager will be responsible for developing and recommending to the City-Parish an overall program strategy for the execution and completion of this Plan. Their specific scope of services includes development of the project schedule and budget, preparation of the project development report, establishment of inter-agency coordination, development of program processes and procedures, establishment of community awareness and reporting procedures, development of program engineering standards and specifications, and development of the program's right-of-way acquisition process. On August 23, 2006, CSRS, Inc., presented to the Metropolitan Council a prioritized list of the first twenty-

four projects in the Green Light Program to be funded, along with the Corridor Preservation Program. The list was generated by the program manager by using a project schedule evaluation matrix. This matrix used project components such as accident rates, road utilization, the availability of right-of-way, total project cost, potential for future funding from federal, state, or other sources, and environmental and permitting concerns as the basis for ranking each project. Each project was scored on a scale of 1 to 5 and weighted on a scale of 1 to 6 in each category. This ranking system provided an objective method of prioritizing the projects listed in the proposition.

The purpose of the Corridor Preservation Program is to acquire rights-of-way along future Green Light Plan routes before development takes place in the planned right-of-way, which will aid in keeping acquisition costs lower.

The project selection process was refined in an open and public process. These projects will be completed to the extent that funding is available within the program. Due to the increased construction and labor cost currently being experienced, the costs of all projects listed in the Green Light Program are expected to rise. The Administration will continue to aggressively pursue federal and state dollars to supplement this proposed plan and the overall transportation improvement program. However, should additional funds become available through higher-than-anticipated revenues, project cost under-runs, or other external sources, the program includes a list of supplemental projects. These supplemental projects will be advanced only after Projects A through KK (see page 313) are fully funded.

The *operational impact* of this program includes the debt service of \$12,248,540 included in the 2007 budget as well as the debt service that will be funded in future years. However, with an interest rate of approximately 4.1%, these costs will be offset by substantial savings in construction costs. With the Baton Rouge area experiencing double digit construction inflation, the savings generated from the accelerated construction schedule will far exceed the debt service.



New Projects - New Sales Tax

Currently funded:

- A Burbank Drive (Segment 1)
- B O'Neal Lane (Segment 1)
- C South Harrell's Ferry Road (Segment 2)
- D Central Thruway
- F Staring Lane Extension 1
- G Essen Lane at I-10
- H Lobdell Improvements
- I Ford Street
- K Brightside Lane
- M North Harrell's Ferry Road
- N McHugh Road
- P Staring Lane
- S Old Hammond Hwy (Segment 2)
- T Sullivan Road
- U Perkins at Stanford Drive/Acadian Thruway Intersection Improvement
- V Burbank Drive (Segment 2)
- W. Lee Drive to Bluebonnet Road
- South Harrell's Ferry Road to I-12
- Millerville Road to O'Neal Lane
- Florida Blvd to Sullivan Road (Complete 4 laning)
- Highland Road to Burbank Drive
- Essen Lane at I-10 Intersection Improvements
- Goodwood Blvd to Florida Blvd
- Plank Road to Mickens Road
- River Road to Nicholson Drive
- Sharp Road to South Sherwood Forest Drive
- Wimbush Drive to Lower Zachary Road
- Perkins Road to Highland Road
- Millerville Road to O'Neal Lane
- Central Thruway to Wax Road
- Bluebonnet Road to Highland Road/Siegen Lane



New Projects – New Sales Tax (Continued)

X Siegen Lane	Highland Road/Burbank Drive to Perkins Road
Y Elm Grove Garden	Fairchild to Rosenwald Road
AA Stumberg Extension/Pecue Lane	Jefferson Highway to Airline Highway
CC Highland Road	Perkins Road to Airline Highway
DD Foster at Government	Intersection Improvement
EE Downtown Signal Upgrades	Approximately 30 Signals
FF Fairchild-Badley Road	Scenic Hwy to Veterans Memorial Blvd
GG Coursey Blvd at S. Sherwood Forest Blvd	Intersection Improvement
II Picardy - Perkins Connector	Perkins Road to Picardy Interchange
JJ Veterans Memorial Blvd Extension	Harriet Quimby to Blount Road
<i>Future funding:</i>	
E Jones Creek Road (Segment 3)	South Harrell's Ferry Road to Coursey Boulevard
J Hooper Road	Blackwater Road to Devall Road
L Nicholson Drive (Segment 1)	Gourrier Avenue to Ben Hur Road
O Old Hammond Hwy (Segment 1)	Bld. deProvince to Millerville Road
Q Perkins Road (Segment 1)	Siegen Lane to Pecue Lane
R Pecue Lane Interchange and Improvements	Perkins Road to Airline Highway
W Highland - Burbank Connector (3 Options)	Highland Road to Burbank Drive
Z O'Neal Lane (Segment 2)	I-12 to Florida Blvd
BB Jones Creek Road Extension (Segment 1)	Tiger Bend Road to Jefferson Highway
HH Mt Pleasant Zachary Road (Hwy 64)	Hwy 61 to Hwy 964
KK Glen Oaks Drive Improvements	Plank Road to McClelland Drive

Supplemental Projects

S1 Sharp Road	Old Hammond Hwy to Florida Blvd
S2 Sullivan Road (Segment 2)	Wax Road to Hooper Road
S3 Tiger Bend Road	Jones Creek to Antioch
S4 Cedarcrest Avenue	Airline Hwy to Old Hammond Hwy
S5 South Flannery Road	Old Hammond Hwy to Florida Blvd
S6 Nicholson Drive (Segment 2)	Ben Hur Road to Bluebonnet Road Extension
S7 Nicholson Drive (Segment 3)	Bluebonnet Road Extension to Parish Line
S8 Staring Lane Extension (Segment 2)	Burbank Drive to Nicholson Drive
S9 Old Hammond Hwy (Segment 3)	O'Neal Lane to Florida Blvd
S10 Perkins Road (Segment 2)	Pecue Lane to Highland Road
S11 North Blvd - Florida Connector	Florida Blvd at Cloud Drive to North Blvd
S12 Essen Park - Midway Connection	Essen Park to Perkins Road



Existing or State Funded Projects

**1/2 Cent Sales and Use Tax Program
Road Improvement and Construction Projects**

Phase I Projects (1997)

- A Blount Road (Scenic Highway to Plank Road)
- B Bluebonnet Road Realignment (I-110 to Airline Highway)
- C Central Thruway (South Choctaw Drive to Sullivan Road)
- D I-10 Frontage Roads (Phase I) (Bluebonnet Boulevard to Siegen Lane)
- E McClelland Drive (Evangeline Street to Airline Highway)
- F Nicholson Drive (South Stadium to Burbank)
- G North Boulevard (10th Street to 19th Street)
- H Perkins Road (Essen Lane to Siegen Lane)
- I South Choctaw Drive (Monterrey Drive to Dumont Drive)
- J Stumberg Lane (Jefferson Highway to Coursey Boulevard)

Phase II Projects (2002)

- K Comite Drive (Plank Road to Comite River)
- L George O'Neal Road (Jones Creek Road to O'Neal Lane)
- M Lobdell Avenue (Jefferson Highway to Goodwood Boulevard)
- N O'Neal Lane (George O'Neal Road to South Harrell's Ferry Road)
- O Picardy Avenue
- P South Choctaw Drive (Flannery Road to Central Thruway)
- Q South Harrell's Ferry Road (South Sherwood Forest Boulevard to Millerville Road)

State and Federal Aid Projects (2002)

- R Airline Highway (Florida Boulevard to Coursey Boulevard)
- S Barringer Foreman Road and Airline Highway Intersection Improvement
- T Greenwell Springs Road (Magnolia Bridge Road to Liberty Road)
- U Groom Road (Old Scenic Highway to Hwy 19)
- V I-10 (Bluebonnet Road to Siegen Lane)
- W Jefferson Highway (Barringer Foreman Road to Antioch Road)
- X Jones Creek (Coursey Boulevard to Tiger Bend Road)
- Y Joor Road (Jones Bayou to Hooper Road)
- Z Millerville Road (Old Hammond Highway to South Harrells Ferry Road)
- AA Nicholson Drive and Brightside Intersection Improvement
- BB North Flannery Road and Florida Boulevard Intersection Improvement
- CC North Sherwood Forest Boulevard (Choctaw Drive to Greenwell Springs Road)
- DD Old Hammond Highway (Airline Highway to Boulevard de Province)
- EE Old Scenic Highway (Hwy 61 to Parish Line)
- FF Perkins Road (Essen Lane to Siegen Lane))
- GG Tiger Bend Road (Jefferson Highway to Jones Creek Road)



Parish Street Maintenance and Beautification Program 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 the 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 renewed the 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 sales tax for an additional five and one-half years. On October 15, 2005, the citizens of East Baton Rouge Parish approved an extension of the tax until 2030, which allows the City-Parish to sell bonds and proceed more quickly on the needed road projects. Seventy percent of the proceeds of the new tax is to be used for street construction, 27% for road rehabilitation, and 3% for beautification. It is estimated that over the 25-year period from January 1, 2006, through December 31, 2030, the tax will fund \$798 million in road construction projects to be administered by the City-Parish

government. The rehabilitation and beautification components will fund \$440 million for projects throughout the parish.

The road rehabilitation and beautification portions of this tax will not be bonded. It is anticipated that approximately 750 miles of additional City-Parish streets and roads will be rehabilitated during the next 25 years. The rehabilitation program will continue as it currently functions, with projects prioritized on a six-month basis. These appropriations are included in the Parish Street Maintenance Fund, a Special Revenue Fund of the City-Parish budget.

The beautification allocation will include projects such as new sidewalk and curb construction, sidewalk repairs and improvements to meet A.D.A. standards, traffic signal synchronization, landscaping, and the maintenance thereof. Special attention will be given to projects which provide safe pedestrian routes to and from area schools and other public facilities. These appropriations are included in the Parish Transportation Beautification Program Fund, a Special Revenue Fund of the City-Parish budget. There will be no **operational impact** of the beautification program on the annual operating budget because the taxes that support this program also provide funding for maintenance of the improvement.



The miles completed in this program are slightly less than 92% of the total mileage in the Parish road system. As of October 2006, approximately 1,539 miles of roads have been rehabilitated. 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 accepted by 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 2007, the operating budget for rehabilitation includes projected revenues of \$11,563,500. Of this amount, \$621,500, \$1,120,000, and \$750,000 are expected to be collected in the City of Baker, City of Zachary, and City of Central, respectively. The numbers cited for Baker, Zachary, and Central represent 100% of the proceeds from the tax for those jurisdictions. Funds are forwarded directly to these municipalities, which are responsible for contracting construction and rehabilitation. The City-Parish portion of the program in the amount of \$9,072,000 represents 27% of the proceeds of the City-Parish portion of the tax and should rehabilitate approximately 18.5 miles of streets and roads in 2007. There will be no **operational impact** since this project is an ongoing maintenance program with no additional increase in cost to the annual operating budget.



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 under which 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. Four million dollars is set aside each year for the Parish’s sewer program, and, beginning in 2006, \$2 million is being used towards general fund operating costs. 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 consideration and approval. Detailed below are the capital projects, other than sewer, which have been funded as of October 31, 2006. 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 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.

Since there are several capital improvements funded through this revenue stream, the *operational impact* varies based on the capital item. The *operational impact* associated with the public building improvements and capital equipment will be borne by the operating budgets of the departments benefiting from the capital improvement. The *operational impact* associated with the street, intersection, bridges, traffic signal, bridge and drainage improvements is borne mainly by the Department of Public Works operating budgets.

	Current Budget 10/31/06
Source of Funds:	
General Fund-Fund Balance Undesignated	18,965,378
General Fund-Gaming Revenues	39,942,097
Interest Earnings	5,149,885
Contributions/Donations	702,840
State Capital Outlay	8,700,000
Federal & State Assistance	4,899,762
1965 Capital Improvement Program-Property Taxes	353,527
Total Source of Funds	78,713,489
Use of Funds:	
Public Building Improvements:	
Battered Women's Shelter	66,000
Delmont Community Center	200,109
Dr. Martin Luther King/Eden Park Community Center Parking Lot	35,177
Charlie Thomas (Gardere Lane) Head Start Center	205,400
Head Start Center Wonderland	230,000
Head Start Building	300,000
Head Start Building	320,896
Head Start Building-Gus Young Road	91,090
Health Department Improvements	212,000
La Belle Aire Head Start Center	69,232
Dr. Martin Luther King Community Center	125,000
EBR Parish Forensic Facility	527,385
Parish Prison Roof Replacement	471,144
Police/EMS Public Safety Complex	300,000
Governmental Building Roof	170,999
Advanced Traffic Management and Emergency Operations Center	802,675
Total	4,127,107



Capital Improvement Fund (Cont.)

	Current Budget 10/31/06
Use of Funds (Cont.):	
Capital Equipment:	
800-MHz Equipment-Fire Protection Districts Including Baker and Zachary	350,000
Chaneyville Fire District-Equipment	20,000
Low Band Radio System	30,000
Total	400,000
Street, Intersection, Bridge, and Traffic Signal Improvements:	
Acadian Thruway @ Florida Boulevard Intersection Improvement	374,901
Acadian Thruway @ Government Street	377,208
Airway Drive @ Cortana Place Signalization	26,772
Airway Drive at Tom Drive Intersection Improvement	268,122
Amiss Property	6,000
Anselmo Lane @ Bluebonnet Blvd	375,831
Antioch Road/Tiger Bend Road Intersection Improvement	256,959
Balis Drive @ Perkins Road Intersection Improvement	131,992
Bluebonnet Extension (Nicholson & Burbank)	8,977,305
Bluebonnet Blvd @ Highland Road and Linkwood Court	150,800
Bluebonnet Library Turning Lane	42,787
Brightside Lane @ University House Apartments	183,357
Bristoe Avenue & O'Neal Lane (Kerkhove Tract)	5,000
Burbank Drive @ Gardere Lane Intersection Improvement	688,066
Burbank @ Boyd @ Nicholson	22,350
Burbank Drive Turning Lanes	150,000
College Drive Improvements Phase I, Phase II, and Phase III	2,782,395
College @ Bawell, College @ Corporate, and College @ Jefferson	15,700
College Drive @ I-10(Between Perkins & I-10)	189,635
College Drive @ I-10	508,427
Concrete Patching/Removal Congress Blvd. and Bluebonnet	163,039
Core Lane and Joor Road	150,000
Corpor@e Boulevard Traffic Signal @ Energy Drive	21,955
Coursey @ Jones Creek and Coursey @ Stumberg	10,000
Coursey @ Southpark/Royal Ascot	333,508
Dalrymple Drive/University Lake Bicycle Path	75,000
Dijon Drive Extension (Perkins Road to Picardy Drive)	919,064
Downtown Traffic Construction	160,486
East Airport Street Improvements	1,218,497
East Parker Intersection Improvements	417,992
Essen @ I-12/Sholer Dr.	10,000
Essen @ Sholer Dr.	4,425
Flannery Road @ Goodwood Boulevard Intersection Improvement	298,696
Ford Street Improvements	200,000
Goodwood Blvd. @ Lobdell Intersection Improvement	30,000
Goodwood Blvd./Lobdell Avenue Intersection Improvement	281,968
Hennessy Boulevard Turning Lane @ Essen Lane	104,955
Highland Road @ Gardere Lane Intersection Improvement	102,408
Highland and Kenilworth Intersection Improvement	555,000
Highland Road @ Staring Lane Intersection Improvement	99,326
Highland Road/I-10 Ramp Improvement	45,662
Highland Road @ East Petroleum Dr.	24,000
Highland Road @ East/West Parker Dr.	104,954
Highland Road @ Perkins Road	135,977
Highway 19 (Lavey Lane to Twin Oaks Dr.)	75,000
Highway 61 @ Mt. Pleasant Road Turning Lane Improvements	705,000
Highland Road @ E. State Street	445,000



Capital Improvement Fund (Cont.)

Current Budget
10/31/2006

Use of Funds (Cont.):

Street, Intersection, Bridge, and Traffic Signal Improvements:

Hoo Shoo Too Rd @ Jefferson Highway	525,442
Hunter's Lake - 2nd Filing	15,000
Industriplex @ Exchequer Drive Intersection Improvement	236,442
Jefferson Highway Improvements Lobdell Ave. to Corporate Blvd.	348,328
Jefferson Highway @ Brentwood Drive	5,000
Jefferson Trace Traffic Impact Study	7,500
Jefferson Terrace Impact Study	14,431
Joor & Gurney Road Intersection Improvement	350,000
Joor Road @ Lovett Rd	4,500
Jones Creek @ Ferrell Drive Traffic Signal Improvement	89,039
Jones Creek Road Traffic Signal @ Tiger Bend Road	12,011
Jones Creek Road Street Improvement (Tiger Bend Road to South Harrell's Ferry Road)	501,343
Lobdell Blvd @ S.Choctaw	12,130
McHugh Road/Carpenter Road	425,000
McHugh Road	115,249
Millerville Road (I-12 to South Harrell's Ferry Road)	26,000
Millerville Road/S. Harrell's Ferry Road Intersection Improvement	358,378
Narin Drive/Balis Drive Connection Improvement	1,125,000
Nicholson @ Brightside	17,500
Nicholson Drive @ Gardere Lane	7,000
North Boulevard (10th to 19th)	694,062
North Flannery Road Realignment @ Engineer's Depot Canal	2,096,896
North Foster Drive @ Airline Highway Intersection Improvement	339,940
North Foster @ Gus Young Avenue	326,572
North Harrell's Ferry Road Traffic Improvement	7,500
North Harrell's Ferry Road (Old Hammond Highway to South Sherwood Forest Blvd.)	176,233
North Sherwood Forest Drive (S. Choctaw to Greenwell Springs Rd.) St. Improvement	50,000
Oak Villa Boulevard Extension (Crossway Drive to S. Choctaw Drive) Phase II	1,892,664
Oak Villa Boulevard Extension (S. Choctaw Dr. to Greenwell Springs Rd.)	4,669,217
Off - System Bridge Program	35,000
Old Hammond Highway Intersection Improvements	1,078,603
Old Jefferson Highway @ Barringer Foreman Rd./Antioch Rd./Primary School Drive	188,753
Old Slaughter Road Rehabilitation (La. Highway 64 to Dead End)	242,653
O'Neal Lane/George O'Neal Intersection Improvement	467,361
O'Neal Lane @ I-12	9,037
Our Lady of the Lake Traffic Signal Improvement	87,000
Pelican Bay Apartments, Phase II	5,580
Perkins Road from Siegen Lane to Bluebonnet (Engineering)	1,481,440
Perkins Road Overpass	48,421
Perkins Road @ Quail Creek	23,139
Picardy Avenue @ Essen Lane Intersection Improvement	74,610
Picardy Avenue Turning Lane @ Essen Lane	165,697
Ponderosa Drive Improvement	165,136
Pride Port Hudson @ LA 19 Intersection Improvement	100,014
Railroad Crossing Improvement (Choctaw @ Greenwell Springs Road)	110,000
Reiger Road (Exchequer to Pecue Lane)	1,200,000
Siegen Lane Turn Lanes	22,000
Sharp Road @ Goodwood Boulevard Intersection Improvement	228,693
Sherwood Forest Blvd. @ N. Harrell's Ferry Rd. Intersection Improvement	1,609,618
Sherwood Forest Blvd, I-10, & Mead Road	6,825
Silverleaf @ Mickens Road	130,000
South Choctaw Drive @ Airway Drive Intersection Improvement	489,031
South Harrell's Ferry Road @ O'Neal Lane	6,827
South Harrell's Ferry Rd. @ Jones Creek Rd. Intersection Improvement	264,293



Capital Improvement Fund (Cont.)

Current Budget
10/31/2006

Use of Funds (Cont.):

Street, Intersection, Bridge, and Traffic Signal Improvements:

South Sherwood @ Coursey Intersection Improvements	130,757
South Sherwood/I-12 Lane Improvements	41,000
South Sherwood & Westfork Drive	6,000
Stanford Avenue @ West Lake Shore Drive	233,162
Staring Lane @ Hyacinth	402,672
Stevendale Road @ Florida Blvd Intersection Improvement	195,580
Stumberg Lane/Coursey Boulevard Intersection Improvement	257,132
Sullivan Road @ Lovett Road	509,733
Summa Drive @ Essen Lane Intersection Improvement	257,467
Tiger Bend Road (Jefferson Highway to Antioch Road) (Congestion Mitigation)	6,382,920
Tom Drive (Airway to Oak Villa)	2,800,250
Valley Street @ Perkins Road Intersection Improvement	59,594
West Parker @ Highland Road Intersection Improvement	120,306
YMCA Plaza and Perkins	48,870
Transfer to To/Out DOTD Grants	1,372,581
Total	57,731,651

Bridge and Drainage Improvements:

Aster Street Drainage (Alaska Street/West Chimes)	150,000
Baird Drive/Albert Hart Dr. Drainage Improvements	285,304
Bayou Fountain	1,300,000
Beaver Bayou Phase II Clearing & Snagging (Greenwell Springs Rd. to Wax Rd.)	82,924
Blackwater Bayou Clearing & Snagging (Comite River to Hooper Rd.)	43,246
Blackwater Bayou Clearing & Snagging (Hooper Road to Blackwater Rd.)	88,501
Boyd Avenue Culvert Extension, 22nd to Fuqua (Bogan Walk)	1,007,317
Broadmoor Avenue Drainage Improvements	271,055
Brushy Bayou/Whites Bayou Clearing & Snagging Phase I	356,423
Comite River @ Hooper Road Wetlands Delineation	90,000
Concrete Canal Lining Repairs	1,050,307
Dawson Creek Clearing & Snagging Phase II (Wards Creek to Perkins Rd.)	248,754
Dawson Creek Clearing & Snagging Phase III	215,857
Dawson Creek Clearing & Snagging (Perkins Rd. to Kenilworth)	157,158
Earl K. Long Drainage	23,900
East Lakeshore	35,000
Elbow Bayou Wetlands Delineation	12,162
Elm Grove Garden Sidewalk & Drainage Improvement	231,633
Fairchild Street Drainage	50,000
Fairfields Lateral Enclosure @ Acadian Thruway	138,017
Florence Street Drainage	7,895
Geo Je's Drainage	204,098
Goodwood @ Woodcliff Drainage Improvement	50,000
Greenwell Street @ Airline Highway Drainage Improvements	50,000
Hurricane Creek Drainage Improvements	150,000
Jefferson Place Improvements	539,552
Jones Creek Road Drainage Improvements (Coursey Blvd. to Harrell's Ferry Road)	75,000
Jones Creek Road Drainage Improvements	42,068
Lakeside Subdivision Outfall Improvements	119,403
Lasalle Street/Keed Street Drainage Improvements	150,000
Mid-City Sidewalk & Drainage	270,450
Morgan Place Lateral of Blackwater Bayou Clearing & Snagging	84,909



Capital Improvement Fund (Cont.)

Current Budget
10/31/2006

Use of Funds (Cont.):

Bridge and Drainage Improvements:

Normandy Acres Drainage Improvements (Charmaine to Normandy Lateral)	226,381
N. 5th Street (Between North Blvd. and Convention St.)	77,514
North 49th Street Drainage	30,000
Old Wards Creek	400,000
Plantation Trace Drainage	107,580
Scotlandville Drainage Outfall Improvements	15,500
Sharp Road Box Culvert	194,866
Sherwood Forest Dr./N. Harrell's Ferry Rd. Drainage Outfall (Section 1)	569,590
South Highlands Drainage Improvements	173,950
Sunshine Gardens Outfall Improvements	38,432
Upper Bayou Fountain Drainage Improvements LSU to Bob Petit	1,008,763
Weiner Creek Drainage Improvements	311,190
Westminister Subdivision (Back-Flow Valves)	161,041
Woodhaven Street Drainage Improvements	150,000
Woodland Ridge Improvements	410,786
Zachary Estates Drainage Improvements	486,889
Total	<u>11,943,415</u>

Other Improvements:

Mississippi River Levee Bike Path	750,000
Pride/Port Hudson Bridges	856,381
Relocation of Utilities Across River Road	210,000
South Baton Rouge/Hope VI Area Grant	462,500
Downtown Streetscape for Arts Block	2,232,435
Total	<u>4,511,316</u>

Grand Total Use of Funds

78,713,489



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 2007 budget includes \$1,382,090 for bridge improvements as shown below.

Construction of the bridge replacements on Pride Port Hudson Bridge at Doyle's Bayou, Comite Drive Bridge at the Comite River, North Flannery Road at Drainage Canal, and one of the bridges on Barrett Road at Drainage Bayou was completed in 2006. Bridges will be replaced and/or under construction in 2007 for Sharp Road at Jones Creek, another one of the bridges on Barnett Road at Drainage Bayou, and East McKinley 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 2007 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 \$1,147,200 for CATS operations and capital match. The *operational impact* on future budgets includes the amounts needed to complete the projects as set forth in the 2008-2009 projection column below.

Project Title Description	1995-2006 Budget	2007 Budget	2008-2009 Projection	Total Budget	Status
Bridge Improvements:					
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 Hurricane 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 Gibben's Lateral	118,432	0	0	118,432	F
Antioch Road at Claycut Bayou	668,693	0	0	668,693	F
Fairchild Street at Monte Sano Bayou	116,173	0	0	116,173	F
Gourrier Road Bridge	222,019	0	0	222,019	F
Comite Drive at Comite River	3,828,138	0	0	3,828,138	F
Frenchtown Road at Beaver Bayou	1,442,202	0	0	1,442,202	D, C
Sharp Road at Jones Creek	1,150,000	50,000	0	1,200,000	D, C
Barnett Road at Drainage Bayou (1)	275,000	0	0	275,000	F
Jones Creek Road at Jones Creek	100,000	0	0	100,000	P
North Flannery Road at Drainage Canal	145,406	0	0	145,406	F
Congress Boulevard at Dawson Creek	0	750,000	400,000	1,150,000	P
East McKinley at Corporation Canal	0	450,000	0	450,000	D, C
Barnett Road at Drainage Bayou (2)	0	50,000	0	50,000	D, C
Flancher Road at Driantage Bayou	0	50,000	400,000	450,000	D, C
Contingency	7,614	32,090	100,000	139,704	
	<u>14,828,955</u>	<u>1,382,090</u>	<u>900,000</u>	<u>17,111,045</u>	
Street Improvements:					
Monterrey Drive (Local match)	900,000	0	0	900,000	F
Industrialplex at Exchequer Drive Intersection	274,307	0	0	274,307	F
Total	<u>16,003,262</u>	<u>1,382,090</u>	<u>900,000</u>	<u>18,285,352</u>	

(F) Complete (D) Design (C) Construction (P) Programmed



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. The new consent decree requires the City-Parish to make sewer infrastructure improvements to reduce sanitary sewer overflows within the Parish’s sewerage collection system. This consent decree allows the City-Parish until December 31, 2014, to complete a Sanitary Sewer Overflow (SSO) Capital Improvements Program.

As of September 30, 2005, the City-Parish had appropriated \$705.2 million for sewer capital improvements. Of this amount, \$196.28 million will fund the first phases of the SSO Capital Improvements Program. The SSO Capital Improvement Program is discussed in more detail below.

To assist the City-Parish in its planning, engineering, and construction endeavors, seven EPA grants have been awarded to the City-Parish totaling \$7.8 million, with the local 45% match providing \$6.4 million, for a total of \$14.2 million. The purpose of these grants is to assist the City-Parish in evaluating the condition of the sewerage system, making improvements at the treatment plants, implementing the SSO Plan, and rehabilitating the wastewater collection system in a portion of the south suburban area of the Parish.

Status as of September 30, 2006

Sources of Funds:

Long Term Bonds (Net of Issuance Costs and Debt Service Reserves)	\$404,310,590
Pay-As-You-Go Funding	212,351,300
EPA Grant - Federal and Local Match for Construction Only	9,748,400
Sewer Impact Fees	17,171,500
Miscellaneous	270,000
Interest Earnings	61,370,210
Total Sources of Funds	<u><u>\$705,222,000</u></u>

Uses of Funds:

EPA Related Projects:	
North Treatment Plant	\$85,542,400
Central Treatment Plant	35,381,500
South Treatment Plant	80,831,900
Miscellaneous Treatment Plant Improvements	1,225,700
Sanitary Sewer Overflow Improvements Program	196,194,200
Sanitary Sewer Overflow Corrective Action Plan & Staff Extension	10,326,400
Sanitary Sewer Overflow Program Administration	1,800,000
Non-SSO Infrastructure Improvements	18,000,000
Supplemental Environmental Projects (SEPS)	1,279,900
Trunkline System	91,555,400
Overflows/Bypasses	29,170,200
Suburban Treatment Plan Upgrade/Demolition	5,214,300
Rehabilitation Construction	15,692,300
Design Engineering	14,605,600
Construction Administration	12,291,300
Total EPA Related Projects	<u>599,111,100</u>
Non-EPA Related Projects:	
Miscellaneous Treatment Plant Improvements	10,688,900
Rehabilitation Construction	81,396,700
Telemetry System	3,605,200
Sewer Impact Fees Projects	9,565,800
Miscellaneous Projects	854,300
Total Non-EPA Related Projects	<u>106,110,900</u>
Total Uses of Funds	<u><u>\$705,222,000</u></u>



Sewer Capital Improvement Programs (Continued)



The original Sanitary Sewer Overflow Capital Improvements Program alternative selected by the City-Parish in 2003 included the construction of a complex tunnel system in the central and south areas of the Parish. This system was to function as both a conveyance and storage system during peak wet weather flows. This alternative also included the upgrade of multiple pump stations throughout the Parish and the rehabilitation of sewer collection lines in areas that were identified as having major infiltration and inflow (I/I) problems. The cost of this program was estimated in 2004 to be over \$680 million.

On August 1, 2005, the City-Parish presented an alternative Sanitary Sewer Overflow Capital Improvements Program to EPA. This modified program will rely more on the rehabilitation of the sewer collection system, pump station and transmission improvements, the construction of a flow equalization basin at the South Wastewater Treatment Plant, and improvements to the South Wastewater Treatment Plant Facility.

The total cost for this modification has been estimated to be \$554 million. This program modification does not include the costs of ongoing projects (excluding tunnels) from the original SSO program that total approximately \$101 million. The total projected cost for this new alternative is estimated to be approximately \$655 million when both elements are combined. EPA has given the City-Parish verbal approval to proceed with this new approach to repairing and upgrading the Parish's sewerage system. The City-Parish, DEQ, and EPA are currently working to formally adopt the Remedial Action Measures Plan 2 (RMAP2) that is required by the consent decree so that the Parish can get this phase of the sewer capital improvements started, and meet all consent decree deadlines.

The objective of the Sanitary Sewer Improvement Program is 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. A comprehensive financing model has been developed and is being utilized by the Finance Department to manage the finances of the Sanitary Sewer 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. The fee increase is expected to generate approximately \$2.3 million in additional revenues in 2007. The operational impact of this fee increase on the departments and agencies funded in the operating budget is estimated to be approximately \$30,000 annually.

On August 23, 2006, the Metropolitan Council authorized the sale of \$196,930,000 of Sewer Revenue/Sales Tax Bonds. This bond sale was the first sale utilizing the combined revenue streams of the sewer user fee and the sewer sales tax. All future bond sales will use this new combined revenue stream as the security for future debt. The combination of the sewer user fee and the sewer sales tax as the basis for issuing debt to fund future sewer construction projects will provide the Parish with more bonding capacity than would have been available if debt had been issued on the sewer user fee and the sewer sales tax individually. The ability to issue on the sewer user fee and the sewer sales tax separately was closed with the issuance of the bonds on August 23, 2006. The purpose of the \$196,930,000 bond issue was to refund the outstanding balances of the 1998A, 2001A, 2003A, and 2004A sewer sales tax bonds, pay the costs of issuance for the bond issue, and provide funding in the amount of \$39,963,130 for SSO RMAP2 Sewer Construction Projects.

On September 13, 2006, the Administration received approval from the Metropolitan Council to hire CH2M HILL, Inc., as the program manager for the sewer capital improvements program. CH2M HILL, Inc., was recommended for this role by the Engineers and Surveyors Selection Board. Their responsibilities will include: developing and recommending to the Parish an overall program strategy for the execution and completion of the SSO Capital Improvements Program, development of the project schedule and budget, initiation of a Parishwide Sewer Master Plan and other planning efforts, establishment of inter-agency coordination, development of program processes and procedures, establishment of community awareness and reporting procedures, review of program engineering standards and specifications, review of the program right-of-way acquisition process, and other program management functions to expedite construction for compliance with the SSO Consent Decree.

The operational impact for 2007 involves funding for sewer rehabilitation and/or asset repairs and preventive maintenance:

- Operations and Maintenance – The 2007 annual operating budget will provide \$4,325,620 for a sewer preventative program. Of this amount, \$1,875,620 will be dedicated for repair and maintenance of treatment-plant and pump-station equipment; \$450,000 will be used for the wet well maintenance program; and \$2,000,000 will be used to continue the sewer system's asset management program.
- Sewer Rehabilitation – This will continue the on-going program to rehabilitate existing sewer infrastructure in selected areas. Emphasis has been 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 budget provides \$3,000,000 to fund this program as required by the consent decree, \$1,000,000 for parish-wide point repair projects, and \$815,000 for the parish-wide homeowners' sewerage pump installation program.
- Emergency Sewer Point Repair Program – The 2007 budget appropriates \$2,500,000 to continue this high priority sewer repair program.



Baton Rouge Metropolitan Airport District

The schedule below reflects an overview of capital improvements with the *fiscal impact* for the Baton Rouge Metropolitan Airport.

	Committed 8/22/2006	Estimated Project Budget
Source of Funds:		
City Sales Tax Revenue Bonds	\$12,500,000	\$12,500,000
State Capital Outlay	15,855,022	12,346,588
State Match	4,595,046	9,623,971
State Trust Fund	1,500,000	1,500,000
Airport Discretionary Cash	461,130	654,814
FAA/State Grants	62,987,158	75,348,545
Passenger Facility Charges	13,919,271	14,939,799
Pre-lease	56,460	56,460
Maintenance & Operations	59,643	251,518
Noise - Dedicated Funds	330,448	433,160
State Office of Economic Development	75,000	75,000
Entergy	15,000	15,000
Louisiana Community Development Authority	23,406,348	28,188,908
Airport Operating Budget	863,899	0
Total Source of Funds	\$136,624,425	\$155,933,763
Use of Funds:		
Terminal Building Renovation	\$48,100,172	\$49,325,771
Air Cargo Facility	4,009,459	4,009,459
Terminal Access Road	676,370	676,370
Overlay Taxiways & Aprons	3,351,167	3,938,872
Reconstruct Runways	20,471,755	30,495,158
Security Checkpoint Modification	1,930,212	3,835,250
Noise Mitigation Program	25,615,304	27,535,941
Master Plan Program Management	1,151,904	1,568,225
Loading Bridges	2,278,860	2,278,860
Parking Garage	11,633,903	11,633,903
Perimeter Road Construction	1,277,778	1,277,778
Airport ASA Hanger	5,155,707	5,015,000
Environmental Assessment & Benefit/Cost Analysis	797,464	895,000
Drainage Projects	10,142,745	12,648,176
Aircraft and Powerplant Mechanic Facility	31,625	800,000
Total Use of Funds	\$136,624,425	\$155,933,763

The figures shown above include estimates provided by the Airport as of August 22, 2006, and are subject to change.





Baton Rouge Metropolitan Airport District (*Continued*)

The Airport has continued to operate with passenger levels forty percent above those of 2005, while cargo volume is up over two-thousand percent. The explosive cargo demand requires additional apron space to support the new operations. An expanded cargo apron is in design, and completion is expected in early spring of 2007.

In December, the new tenant office addition will be completed and will be utilized by several consultants working on Airport projects. Additionally, runway 4L/22R will open after being extended to 7,500 feet.

In an effort to recapture additional covered parking for local passengers, a new rental car garage is being designed. The new garage will enable the rental car agencies to operate in their exclusive garage and also expand their capacity from 327 covered spaces to approximately 500 covered spaces. The newly-available 327 spaces in the existing garage will be converted to public parking. This project also will include covering the third floor of the existing garage and is expected to be completed in early 2008. The *operational impact* of the 327 additional spaces will generate approximately \$179,033 in revenues annually.

A new Noise Study and Master Plan Update were completed late in 2006. Both studies outline new projects to be undertaken by the Airport in future development programs.

Additional projects to be undertaken by the Airport in 2007 include the relocation of Plank and Blount Roads, the design and construction of a new security access control system, and relocation of the passenger checkpoint.





Library Capital Improvements Program

The East Baton Rouge Parish Library System has been funded since 1986 primarily by a dedicated property tax. An 11.1 millage rate was approved in 2005 for ten years beginning in 2006 to operate and maintain the existing system, to improve services, and to replace substandard facilities. The continuation of this dedicated property tax allows the library to provide consistent and excellent service to the residents of East Baton Rouge Parish and to begin Phase III of the long-term planning and goals of the Library Board of Control. This phase includes construction of a new Main library and the construction of an additional branch in the eastern portion of the parish. Funds have been appropriated in past budgets for the construction of a branch in the southern portion of the parish and the library will proceed with this project in 2007. Cyntreniks, LLC, a strategic consulting company, has been hired for the purpose of developing a strategic assessment of the library's 10-year capital construction plan.

Construction on the new Eden Park Branch (14,000 square feet) will be completed in January 2007. The *operational impact* of opening this branch will be approximately \$468,770, which consists of \$174,370 for personnel and employee benefits, \$70,000 for supplies, \$60,740 for utilities, and \$163,660 for maintenance and contractual services.

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.

Funds in the amount of \$26.6 million were appropriated in past budgets for the new Main Library. The costs of construction have increased tremendously over the past year; therefore, additional appropriations will be needed to complete this project.

Project	Current Budget 2006 & Prior*	2007 Budget	2008 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 Road 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 Library	3,898,770	0	0	3,898,770
Carver Branch Library:				
Land	50,000	0	0	50,000
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	237,310	0	0	237,310
Buildings	2,821,710	0	0	2,821,710
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,434,020	0	0	3,434,020
Eden Park Branch Library:				
Land	84,000	0	0	84,000
Land Improvements	0	0	0	0
Buildings-Engineering	313,000	0	0	313,000
Buildings	3,492,230	0	0	3,492,230
Furniture, Fixtures, Office Equipment	325,600	0	0	325,600
Total Expenditures	4,214,830	0	0	4,214,830
Pride Branch Library:				
Land	107,520	0	0	107,520
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	274,740	0	0	274,740
Buildings	2,443,000	0	0	2,443,000
Furniture, Fixtures, Office Equipment	250,000	0	0	250,000
Total Expenditures	3,150,260	0	0	3,150,260

*Reflects 2006 Year-end Transfers



Library Capital Improvements Program (Continued)

Project	Current Budget 2006 & Prior*	2007 Budget	2008 Projected	Total Budget
South Baton Rouge Branch Library:				
Land	333,080	0	0	333,080
Land Improvements	175,000	0	0	175,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,816,920	0	0	3,816,920
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	5,025,000	0	0	5,025,000
Zachary Branch Library:				
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
Delmont Gardens Branch Library Expansion:				
Land Improvements	75,000	0	0	75,000
Buildings-Engineering	325,000	0	0	325,000
Buildings	3,134,170	0	0	3,134,170
Furniture, Fixtures, Office Equipment	375,000	0	0	375,000
Total Expenditures	3,909,170	0	0	3,909,170
New Main Library:				
Buildings	26,600,000	0	0	26,600,000
Total Expenditures	26,600,000	0	0	26,600,000
Other Building Improvements:				
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
Grand Total	76,193,713	0	0	76,193,713

*Reflects 2006 Year-end Transfers



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, which created a need to develop

related zoning districts. After nearly a year in preparation and extensive public meetings, a Zoning Advisory 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, and review the growth and development plans for the Parish and for their neighborhood. During the years 2003 through 2005, the Planning Commission completed this process for Growth Centers 1 through 17. In 2006, Growth Centers 18 through 25 are expected to be completed.

Several amendments to the Unified Development Code were completed, including new design and overlay districts as well as amendments to the parking and sidewalk regulations. In 2006, development continued on the Traditional Neighborhood Development regulations and a review of the subdivision regulations.

In 2004, the Metropolitan Council established the Historic Preservation Commission to protect, enhance, and perpetuate resources that represent distinctive and significant elements of the city's historical identity. In 2006, Drehr Place was designated as Baton Rouge's first local historic district. The Planning Commission continues to survey neighborhoods throughout Baton Rouge in order to nominate additional local historic districts to protect the city's historic resources.

These initiatives are an ongoing function of the Planning Commission Department; therefore the *operating budget* was not increased for these initiatives.

Geographic Information System (GIS)

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 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. Tasks for 2003 included initiating the parcel layer (property ownership), continuing the development of the storm and sanitary sewer layers, completing the political/municipal boundaries, the zoning layer, and the Global Positioning System Data Collection (GPS). In 2004, the Online Property Finder was launched, providing to the public not only land use and zoning information by address but also other geographical information associated with the individual lots. This includes data such as Metropolitan Council Districts, Police Districts, flood zone data, etc. A new set of aerial photography for the Parish was also completed. This process will continue to be developed in order to provide information to the public regarding land development within the City-Parish. In 2005, the GPS Data Collection was completed which will allow the sewer and drainage layers to be completed. Additional GIS applications related to economic development, growth scenarios, land use and development, and other specialized studies were initiated.

This initiative is an ongoing function of the Planning Commission Department and Information Services. The *operational impact* of this project includes the addition of a GIS Manager position at an annual cost of approximately \$75,000 and system maintenance cost of \$20,000 annually. Also, \$30,000 is included in the 2007 operating budget for GIS training.



19th Judicial District Court Building

The proposed District Court building consists of a nine-story building that will include a food court, various courtrooms, and a large litigation room. This facility will be located on North Boulevard between St. Louis and St. Ferdinand Streets. Currently, courtrooms are located in the Governmental Building, where security and space have become an issue. This proposed state-of-the-art building will eliminate security issues, while providing a more efficient place to conduct matters of the law. Construction is expected to begin on this \$85-\$100 million facility early in 2007 and be completed within two years. Dedicated civil filing fees imposed by the courts will provide funding for this facility. As of December 2006, an estimated \$6.3 million had been collected, and approximately \$2.3 million had been spent for architectural design of the building. The *operational impact* for this facility has not yet been determined.

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 December 31, 2006, approximately \$13.4 million had been received from this source. The City-Parish is under contract through the end of 2011 with Spectacor Management Group (SMG) for operation of the facility.

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. 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.

In order to capitalize on the growing tourism industry, the Baton Rouge River Center has recently undergone an expansion that has added 70,000 square feet of exhibition space and 15,000 square feet of meeting space. In addition, the existing exhibition hall will be renovated into a hotel quality ballroom. The added space and numerous private and public development projects adjacent to the facility are expected to allow the Baton Rouge River Center to compete as a second-tier convention center. Phase II design work has started and construction is expected to be completed by the end of 2008.

The *operational impact* for the River Center expansion in 2007 is approximately \$309,000 for utilities and maintenance.



Riverfront Improvements (Continued)

Train Renovation

A plan has been formulated to enhance the appearance of the outdoor train exhibit area next to the Louisiana Art and Science Museum located on the riverfront. 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. No *operational impact* is anticipated by the City-Parish. Any additional operational cost will be borne by the Louisiana Art and Science Museum and should be partially offset by the additional revenues generated.

Bike Path on the Levee

A 2.5 mile stretch of the levee bike path was completed in October 2006. This segment extends from the end of the downtown promenade just north of the I-10 Mississippi River Bridge to Skip Bertman Drive at LSU. The 15-foot-wide path includes separate lanes for bicycles and walkers/joggers, as well as lighting, seating, and water fountains. The bike path links to the existing one mile riverfront promenade in Downtown Baton Rouge.

Funding was split between federal, state and local funds. Gulf Engineers and Consultants of Baton Rouge designed the path under contract to the New Orleans District, U.S. Army Corps of Engineers, for the City Parish Department of Public Works. The City-Parish owns and maintains the path. This project is not expected to have a significant *operating impact*, since it is an upgrade of an existing street being maintained by the Department of Public Works. However, there will be an annual increase of \$2,400 for utilities.

Near the start of the levee path, a trailhead is located under the Mississippi River Bridge; this location also provides parking. As the path travels southward from the bridge, it crosses a section of existing large water intake pipes. The path ramps down from the levee crown, cross the pipes with a bridge, and then ramps back up to the levee top. In the vicinity of W. McKinley St., the path again ramps down, this time to the ground surface, and crosses over a 48-inch pipeline running under River Road.

After crossing the pipeline, the path ramps up to the levee top and proceed to Skip Bertman Drive. A handicap accessible ramp leads down from the top of the levee at Skip Bertman Drive where a levee top trailhead is provided.

Along River Road a drop off/pick-up area is built. Stairs at this point climb up the levee to a scenic overlook plaza with water drinking fountain, flagpoles, and seating. Boxed planters accommodate shade trees over the benches.

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 blueprint for the various components of downtown: (1) cultural, (2) civic, (3) residential, (4) governmental, (5) commercial, and (6) recreational. The *Plan Baton Rouge* master plan is designed to build upon the plans derived in the city’s recent past and to provide direction to the year 2008. Over \$400 million in public and private sector investments are underway within Baton Rouge’s city center. The previous decade’s value of investments soars to over \$1 billion. There is a tremendous collaborative effort between the city, state, and private sector to develop downtown into the epicenter of the community. The primary organization directing the plan’s implementation is the Baton Rouge Downtown Development District.





In 2006 the City of Baton Rouge commenced the development of a new Riverfront Master Plan. The first phase of the Riverfront Master Plan process was a reconnaissance visit by Hargreaves Associates conducted in March, 2006. The consultants made a site visit to the riverfront to gather essential data for the project. The reconnaissance visit laid the foundation upon which a Master Plan would be developed. The second phase of the process was the analysis report in which the design team presented a comprehensive overview of the various components of the

riverfront: (1) public space, (2) interface to public-sector projects, (3) dynamics of a working riverfront and (4) the relationship of the riverfront to the core of downtown. In the third phase, the design team presented three design concepts for the Baton Rouge riverfront. Central to each concept is the development of riverfront terraces parallel to the Mississippi River levee. The development of the terraces could take on several design characteristics such as running/walking, cycling, informal recreation, events, or public gardens, all connecting to the heart of downtown Baton Rouge while providing spectacular views of the Mississippi River and city skyline. Linking the riverfront to the heart of downtown, Hargreaves Associates is developing a concept for the North Boulevard Town Square. The area is adjacent to several civic buildings, the Governmental Building (City Hall), the Municipal Building, the Shaw Center for the Arts, and the soon-to-be-under-construction 19th Judicial District Courthouse. The proposed plan is to increase and complement the existing oak tree canopy as well as introduce unique decking system which will incorporate lighting representing the river and the area's rich agricultural history. In June 2006 the draft Riverfront Master Plan was presented by Hargreaves Associates. The presentation captivated the community as the unveiling of a riverfront that incorporates a minor league baseball stadium, riverfront terraces with cascading waterfalls, a spray park, large recreation areas and overlooks, a docking system for large river vessels, wetland features, an amphitheater, and Baton Rouge's own front lawn incorporating the stately Old State Capitol and the gardens adjacent to the River Center.

The city is currently reviewing the various components and devising an implementation strategy. The year 2006 marked a number of initiatives that continue to build the vitality of Downtown Baton Rouge: (1) the opening of the Baton Rouge Hilton Capitol Center, (2) the announcement of the construction of the first high rise office tower in twenty years - II City Plaza, (3) the announcement of the new 19th Judicial District Courthouse, (4) the bidding of the Downtown Visitors' Amenity Plan Wayfinding Signage program, (5) the opening of the State Capitol Park Welcome Center, (6) the commencement of the renovation of the historic Kress and Welch & Levy Building as well as the Gordon's Building, (7) the opening of the new state office buildings - Bienville and d'Iberville, (8) the opening of the new Mississippi River Bike and Jogging path between downtown and Louisiana State University, (9) the announcement of the Hotel King renovation into a boutique hotel, (10) the next phase of expansion for the Baton Rouge River Center and (11) the proposal for a new mixed-use development along the city's riverfront. Downtown Baton Rouge is once again the living room for the Baton Rouge community. It is anticipated there will no incremental annual *operating impact* at the current time.



Landfill Improvements

The North Landfill is mandated by the Environmental Protection Agency (EPA) and the Louisiana Department of Environmental Quality (DEQ) to dispose of municipal solid waste and non-hazardous waste from East Baton Rouge Parish and from surrounding cities, towns, and parishes. The City-Parish is currently in the process of developing specifications in order to seek proposals for the building and operation of a gas collection system at the North Landfill. Royalties received from this arrangement will be deposited into revenues in the fund. The gas collection system is not expected to be operational until mid-2009, and the contract is currently being negotiated for this project. Preliminary estimates indicate that this project could generate at least \$200,000 annually once operational.



Community Development Block Grant

Due to the federal budget cuts, funding is not included in the Community Development Block Grant (CDBG) program that began on October 1, 2006, for capital improvement projects, primarily street and sidewalk improvements. Previously scheduled projects will be finished, but no new funding will be provided until such time as federal CDBG funding is increased.

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 \$50,000 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.

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 had 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 2006, more departments were 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 2006, when approximately 9.49% 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 that 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 2007 the *operational impact* for the total program is anticipated to be \$5,314,290. The equipment in this program is valued at \$21,916,360. Included in the total value is \$6,736,420 for equipment that will be replaced in 2007. Funding for this program has been included in the operating budgets for the following departments: Parish Attorney's Office (\$37,360), Planning Commission (\$3,470), Information Services (\$3,100), Human Resources (\$3,100), Department of Public Works General Fund (\$4,964,270), Gaming Enforcement (\$4,150), Road Rehabilitation Program (\$2,530), Sewer – Complaint Resolution (\$46,100), Solid Waste Disposal Facility Fund (\$3,420), Solid Waste Collection Fund (\$167,100), and Central Garage (\$79,690).





Departmental Capital Expenditures

Below is a summary of the 2007 departmental 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).

Special Revenue Funds:

City Constable Court Costs — \$70,000

Capital outlay is approved for four police vehicles.

Library Board of Control — \$92,000

Funding in the amount of \$5,000 is approved for the purchase of printers for the Computer Division. In addition, funding in the amount of \$20,000 is approved for shelving. Also, funding in the amount of \$60,000 for wireless access for four libraries has been approved, as well as \$7,000 for servers.

City Court Judicial Building Fund — \$54,570

Capital outlay is approved for a radio-frequency file tracking system.

Animal Control — \$18,000

Capital outlay is approved for a ½ ton cargo van.

Federal Forfeited Property — \$76,000

Funding is approved for motor vehicles.

EMS Communications District — \$165,000

Funding is approved for the replacement of computers.

Head Start — \$10,000

Capital outlay is approved for playground equipment.

Capital Projects Funds:

Miscellaneous Capital Projects Fund — \$2,562,500

Funding is approved for the replacement of two fire stations.

Road and Street Improvement Fund — \$16,808,360

Funding is approved for various street and road improvements.

General Capital Expenditure Fund — \$3,049,060

Parish Attorney— \$20,760

Capital Outlay of \$12,000 is approved for a copier and \$8,760 for a scanning system.

City Court — \$208,700

Funding in the amount of \$15,000 is approved for the replacement of two copiers. In addition, \$9,700 is approved for the purchase of a replacement file server as well as \$184,000 for thirty-five handheld ticket writers. The *operational impact* of the purchase of the ticket writers is an increase in the annual operating budget of \$17,500 for a maintenance contract.

City Constable — \$135,000

Funding in the amount of \$80,000 is approved for an automated fingerprint identification system as well as \$55,000 for replacement vehicles.

Sheriff's Office — \$65,000

Funding has been approved for the purchase of two washing machines and dryers at the Parish Prison, \$30,000. Also, funding in the amount of \$35,000 for cameras and monitors has been approved.

Police Department — \$1,186,000

Funding is approved for the purchase of fifty new fully-equipped vehicles, which will replace vehicles that are three to five years old, \$1,000,000. In addition, \$81,000 in approved funding is for building and parking improvements as well as \$105,000 for other equipment purchases such as an aluminum rescue boat and a trailer.

**Departmental Capital Expenditures (Continued)****General Capital Expenditure Fund (Continued)****Fire Department — \$526,000**

Funding is approved for a pumper truck, \$315,000; two communication consoles, \$40,000; an educational robot, \$10,000; two stair climbers, \$11,000; and the replacement of ten vehicles, \$150,000.

Juvenile Services — \$56,000

Capital Outlay of \$30,000 is approved for two copiers, \$8,000 for a heavy-duty shredder, and \$18,000 for a mini van.

Public Works — \$851,600

Funding has been approved for various street improvements in the amount of \$261,600. In addition, \$200,000 is approved for the replacement of the aging school flasher system and \$350,000 for the purchase of video detection camera systems for twenty intersections. Also, \$40,000 has been approved for computer and traffic engineering equipment.

Enterprise Funds:**Comprehensive Sewerage System Fund — \$1,750,000**

Sewer Engineering — Capital Outlay of \$20,000 is approved for a motor vehicle.

Sewer Field Engineering — Capital Outlay of \$76,850 is approved for: motor vehicles, \$60,000, and engineering equipment, \$16,850.

Environmental Section — Capital Outlay of \$60,000 is approved for a motor vehicles.

Wastewater Collection — Capital Outlay of \$887,850 is approved for: building improvements, \$50,000; heavy construction equipment, \$185,000; replacement vehicles, \$264,980; and plant equipment, \$387,870.

Wastewater Treatment — Capital Outlay of \$673,300 is approved for: building improvements, \$14,000; replacement vehicles, \$373,300; and plant equipment, \$286,000.

Service Fee Business Office — Capital Outlay of \$32,000 has been approved for computer equipment.

Greater Baton Rouge Airport District — \$266,170

Funding is approved for the purchase of two motor vehicles, \$40,000; a copier, \$18,000; property maintenance equipment, \$98,170; and communication equipment \$110,000.

Internal Service Funds:**Central Garage — \$10,000**

Funding is included for the purchase of a post lift for an alignment rack.

Pension Trust Fund:**Employees' Retirement System Fund — \$12,000**

Funding is included for a new forms folder and pressure sealer.

Total Departmental Capital Expenditures — \$24,943,660

*The City-Parish's policy is to replace moveable assets on an economic life cycle so as to offset the effect on **operating costs**. Unless noted otherwise above, no significant impact on the **operating budgets** is anticipated by the acquisition of the assets listed above. Several of the expenditures listed above will increase public safety as well as improve the air quality by improving the traffic flow and decreasing ozone levels.*

