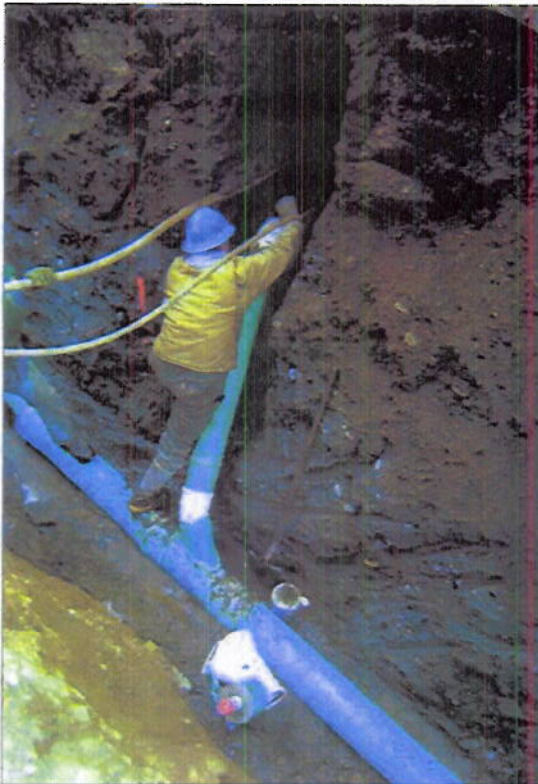


**Public Works Consolidated Shop (\$10 million)
(approximately \$2 million/year for 5 years)**

A new Public Works facility, planned to be located on Glacier Highway immediately east of Sunny Point, would consolidate three operations (the Downtown and Valley Street Maintenance facilities and the Fleet Maintenance facility) into one central location, and would facilitate more efficient operations. A consolidated shop would also allow removal of an industrial use (including fuel tanks) from the downtown waterfront and would enable redevelopment of that parcel. The cost to complete the project is estimated at \$15 million. Public works planners intend that this \$10 million would fund the highest priority items, including site development for and construction of a combined fleet and street maintenance shop, wash facilities for vehicles and equipment, equipment fueling facilities, a sweepings receiving and treatment facility, and sufficient yard space for operations, material, and equipment storage. Future plans call for covered storage building for vehicles, equipment, and materials, and an expanded yard area for operations and materials storage.



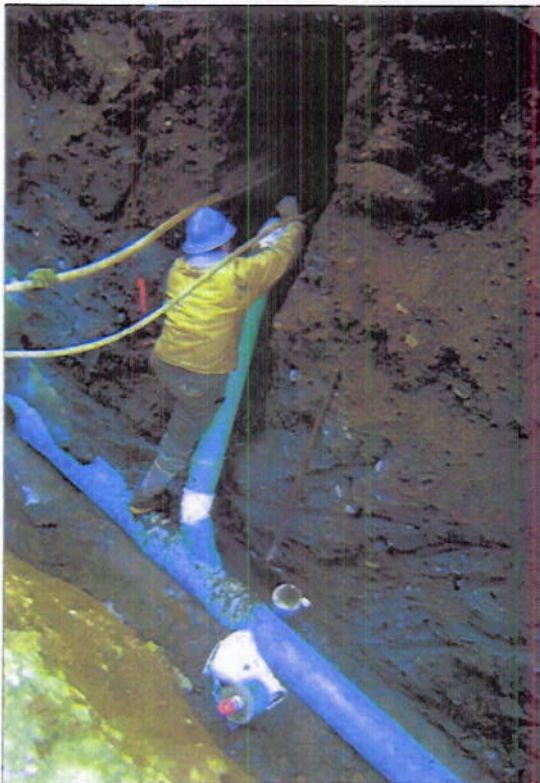
**Areawide Sewer Infrastructure
(\$10 million)
(approximately \$2 million/year for 5 years)**

It has long been a goal of the CBJ to extend municipal sewer to all areas within the Urban Service Boundary, as well as to improve sewer and water infrastructure throughout the Borough. This project would provide sewer and other infrastructure for new development, and would also allow for greater densities within developed areas. The CBJ plans to continue sewer extensions to Pederson Hill, Mendenhall Peninsula, portions of North Douglas Highway, and Auke Bay, as well as to fund other infrastructure improvements needed to accommodate denser development.

The total cost of extending sewer to all areas within the Urban Service Boundary is estimated at more than \$20 million. Supplemental funding sources include Local Improvement Districts (estimated at \$4 million) and State matching grants (estimated at \$4 million). In the event that matching grants or LID funds are not obtained as expected, the limits of the sewer extension would be shortened.

Downtown Parking Garage & Transit Facility (\$7.7 million)

The availability of downtown parking has long been a concern for both residents and city leaders. A 1999 parking study recommended the addition of 300 to 500 spaces to help ease the downtown parking deficit. A 300 to 500 space parking structure and transit facility at the corner of Main and Egan would provide year-round parking for locals and serve the needs of legislators and their staff during winter. The proposed site—chosen by an ad hoc committee composed of representatives from the Chamber of Commerce, the Downtown Business Association, and the City—was deemed the most efficient and cost effective location for such a structure in the downtown area. Preliminary estimates for the project total \$10 million, and the City intends to pursue \$2.3 million in federal transit funding.



Areawide Sewer Expansion (\$7.5 million)

New sewer infrastructure is an essential component of continuing Juneau's growth. This project will extend sewer to developed areas, provide infrastructure for new development, and allow for greater densities within developed areas.

It has long been a goal of the CBJ to extend municipal sewer to all areas within the urban service boundary. This project is intended to fund municipal sewer extensions in the lower West Mendenhall Valley (from the Brotherhood Bridge to the crest of Pederson Hill, including the Industrial Boulevard area) and areas of North Douglas (on both sides of the road north from the Juneau-Douglas Bridge to the Bonnie Brae subdivision).

These areas were selected as most appropriate for sewer extensions because the sewer would promote development of industrial, commercial, and residential lands as well as fix existing systems.

The total cost of the sewer extensions is estimated at \$14.7 million. The remaining costs will be borne by Local Improvement Districts (estimated at \$3.6 million) and by State matching grants (estimated at \$3.6 million). In the event that matching grants or LID funds are not obtained as expected, the limits of the sewer extension would be shortened.