



RFP Reconnect Fairview Corridor Plan Informational Amendment #1

Date Amendment Issued: September 16, 2024

This amendment serves to: Answer questions from interested Proposers.

- **QUESTION: “This project has the potential to be transformative with a world-class solution. Could you share your thoughts on how ambitious the project is in terms of urban design opportunities?”**
 - ANSWER: Our team is excited for innovative and transformative solutions and has long pushed for opportunities that spark reinvestment within the neighborhood. At the same time, we are also cognizant of fiscal constraints and the need to build political will to move projects forward, likely through a phased approach. The highway connection has caused problems for 60 years, so the implementation plan with achievable short- and mid-term solutions is essential to build toward the neighborhood's bigger, bolder vision.
- **QUESTION: “Who is the client team for this project? Who would be the primary member of the client team?”**
 - ANSWER: NeighborWorks Alaska’s (NWAK) Director of Community Engagement & External Affairs will be the primary point of contact for the team, which includes residents and business leaders through the Fairview Community Council (FVCC). The teams works closely with the Alaska Department of Transportation and Public Facilities (ADOT&PF), our Metropolitan Planning Organization called AMATS (Anchorage Metropolitan Area Transportation Solutions), the Municipality of Anchorage’s Planning Department, and local decision-makers. Throughout, we are working to center community-led solutions through the planning effort.
- **QUESTION: “We assume that a robust public outreach program is part of this project. Would someone on the client team be responsible for the logistics (scheduling meeting rooms, invitations, snacks, etc.) or would this be expected of the consultants?”**
 - ANSWER: Our team will be able to assist and/or lead in these logistics, especially being led by residents and folks on the ground. We have great relationships for these activities. We will also be conducting activities additive to the public involvement plan created by the consultant team as well, such as more community building and engagement activities or projects in the local schools.

- **QUESTION: “Are other organizations/entities participating in public outreach as part of the project area, and if so, what is their forecasted level of involvement?”**
 - ANSWER: Our team has been engaging stakeholders in the last few years leading up to this planning process, and will be able to build on this work going forward. Our team meets monthly with ADOT&PF and AMATS, and works closely with the Municipality of Anchorage’s Planning Department and local decision-makers. Throughout, we are working to center community-led solutions in this planning effort.
- **QUESTION: “Are workshops to be held in-person, virtually, or hybrid?”**
 - ANSWER: Our team is open to a variety of these options.
- **QUESTION: “How many workshops are expected?”**
 - ANSWER: Our team does not have a predetermined number of workshops, but estimate 3-4 workshops to align with key issues and decision points in the process. These will be opportunities to educate and engage participants so they have the tools to apply their lived experiences and expertise into the planning process.
- **QUESTION: “Will any data need to be purchased, as opposed to only using readily-available data?”**
 - ANSWER: Most data should be readily-available or provided through the Alaska Department of Transportation & Public Facilities (ADOT&PF) collaboration with the [“AMATS: Seward Highway to Glenn Highway Connection Planning and Environmental Linkage Study.”](#) The economic analysis conducted by the consultant team may require new data collection, depending on the approach.
- **QUESTION: “Does NeighborWorks have existing partnerships/relationships with Alaska DOT to provide detailed data necessary for this project?”**
 - ANSWER: NWAK, FVCC representatives, and ADOT&PF have been meeting monthly for the past year to collaborate on our planning efforts. ADOT&PF has offered access to data collected in the [“AMATS: Seward Highway to Glenn Highway Connection Planning and Environmental Linkage Study”](#) to be used in the corridor plan. ADOT&PF is also open to signing an MOU and formalizing the collaboration, which NWAK could initiate with the consultant team’s support if necessary.
- **QUESTION: “Are traffic counts readily available or will the consultant be expected to order new traffic counts necessary for the project area?”**
 - ANSWER: These are readily available through the ADOT&PF, as well as data from the first of its kind, “Pedestrian and Bicycle Study” conducted within the corridor.
- **QUESTION: “Are modifications to any parts of the scope language permitted?”**
 - ANSWER: Yes. As a nonprofit partnership managing this project for the first time, we are open to suggestions to advance the goals of this effort while taking the expertise and practicality of the consultant teams into consideration.



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