

FAIRVIEW COMMUNITY COUNCIL



March 9, 2020

Fairview Community Council
Attn: Allen Kemplen,
President
c/o Fairview Recreation
Center

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Craig Lyons
AMATS Coordinator
4700 Elmore Road
P.O. Box 196650
Anchorage, AK 99519

Subject: Public Draft MTP2040

Dear Mr. Lyons,

The Fairview Community Council (FVCC) is submitting formal comments to AMATS regarding the public draft Metropolitan Transportation Plan 2040 (MTP2040). We have serious concerns about the way the MTP2040 appears to perpetuate social, economic and environmental injustices.

The FVCC is greatly disappointed of the short shrift given to reducing uncertainty about the timing and phasing of the Interstate connection between the Glenn and New Seward Highways. The MTP2040 appears to disregard the harm to our neighborhoods and businesses caused by the continued routing of regional and commuter traffic through the heart of our community. The FVCC has waited patiently for AMATS to resolve the uncertainty created by the extensive pre-EIS work done in the early 2000's on the H2H connection.

It's been nearly twenty years and we are still waiting. The public draft MTP2040 asks us to wait at least another 10 years just to get started. How long must local residents, property owners and businesses endure the steady deterioration of our commercial corridor?

The revitalization of the East Downtown and Fairview areas are held back by the lack of clarity regarding advancement of the highway to highway connection. Potential investors are aware DOT&PF has purchased the old Green Connection business on 15th Avenue and the two residential properties on the west side of the fourteen hundred block of Ingra Street. Other property owners along the corridor are not investing in properties because they recognize these actions as meaningful intent to route the highway along the Hyder Street corridor alignment. The draft MTP2040 does not reduce this uncertainty. The result is incremental and inexorable depreciation of housing stock and business vitality and arguably an inverse condemnation of property values.

AMATS can help create a more positive economic investment climate. The MTP2040 can do this in the following ways:

1. Move proposed Project 117, the Mid-Town Congestion Relief Project to the long term. It is inappropriate for this project to commence before the other critical corridor element (i.e. the Seward to Glenn, PEL) is completed and the two projects are understood as a whole.

2. Move proposed Project 214 Phase I of the Seward to Glenn Highways connection to the short term. Essentially, replacing #117 with #214.
3. Move proposed Project 316 remainder of the Seward to Glenn Highways connection from Illustrative to the Long Term. The time is now to relieve the uncertainty of this corridor and relieve the inverse condemnation.
4. Break #316, the remainder of the Seward to Glenn Highways connection, into several discrete projects that can fit into a fiscally constrained transportation improvement program. Every conceivable aspect of this project doesn't need to be lumped together into one mega-project. See the Attachment for one conceptual approach for how a phased approach could be reasonably achieved.
5. Adopt a more entrepreneurial, can-do attitude to defining what constitutes reasonable "fiscal constraint". The MTP2040 uses an overly conservative forecasting methodology ignoring the historical precedents of periodic supplemental funding outside of the annual federal formula-aid program. Nor does the MTP 2040 acknowledge the potential for lease revenue generation through economic development caps and property adjacent to a sunken facility. Such revenues could support project revenue bonds and, upon retirement of the bonds, the revenues could provide perpetual operation and maintenance funds.

These requested changes will meaningfully address the significant social, economic and environmental injustices inflicted upon the residents and businesses to our community.

Respectfully submitted,



Allen Kemplen
President
Fairview Community Council

cc: FVCC Executive Board
Assemblyman Christopher Constant
Mayor Ethan Berkowitz
Senator Tom Begich
Representative Zack Fields

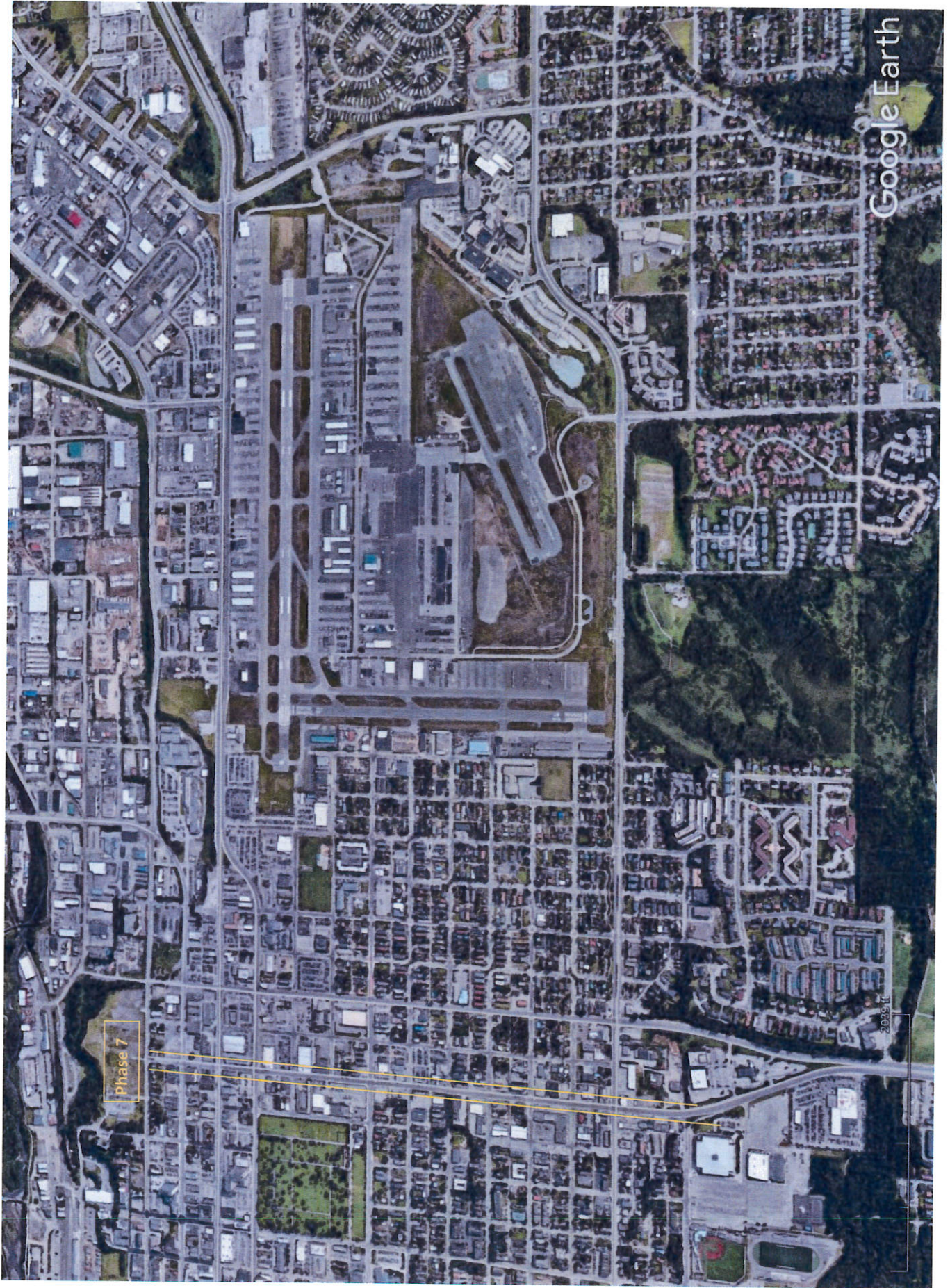
enclosure



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Phase 7

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Phase 6b

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Phase 5

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Phase 3

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Phase 2

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