

## **Manchester Reunited: Reconnecting Manchester to The River and The Region**

### OVERVIEW

Since the dawn of the civil rights era, Manchester has had strong community leadership that continues today. In recent years, Manchester completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is an equitable and multimodal reconnection of the Manchester and Chateau neighborhoods across the Pennsylvania State Route 65 (PA-65) corridor. To advance this critical project, the City of Pittsburgh (COP) and Manchester Citizens Corporation (MCC) request \$1.79M from the Reconnecting Communities Pilot (RCP) program to support an initial feasibility study and alternatives analysis. This project will focus on ways to functionally reunite Manchester and Chateau while ensuring the safety and connectivity of all PA-65 corridor users.

Manchester is a majority Black neighborhood in Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks. While some housing was saved, the neighborhood's business districts and continuous street grid were lost to a combination of government demolition, riots, and the construction of PA-65. Manchester had been one community as far back as 1843 but, as a result of this new highway, it was divided in two, with the land west of PA-65 named Chateau.

PA-65 began construction in 1960 and has since served as a transit asset moving 65,000 vehicles full of employees, visitors, and commuters safely into the city daily. The structure was built on a viaduct that stands as tall as 40 feet above the surrounding streets and only has two openings for east-west travel between the two neighborhoods. Parallel to the highway itself is a pair of one-way streets that range from two to four lanes wide; together, these roads create a 275-foot distance from sidewalk to sidewalk.

Community-driven planning efforts in the Manchester and Chateau neighborhoods have focused on ways to reunite the neighborhoods. Both the city-adopted 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District study explicitly call for lowering the road to reestablish a unified neighborhood and connected street network. In 2020, an EPA Greening America's Communities grant helped COP and MCC identify mid-term improvements to key connections in Manchester and Chateau. And in 2021, Pittsburgh Regional Transit (PRT) released a long-range plan identifying the corridor of PA-65 and parallel surface streets for future rapid transit service. These past community-driven planning efforts were scoped with intent to remove the roadway instead of taking a more comprehensive dive into alternatives.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA-65 corridor in Manchester could better serve the people that surround it, while also supporting the infrastructure that moves tens of thousands of people daily. While neighborhood residents may have specific desired outcomes, we are committed to taking an unbiased approach to this exploratory process. There are many operational, structural, budgetary, and political conditions – both local and regional – that are critical considerations in developing alternatives. As Pittsburghers, we're innovators at our very

core and are excited to tackle this challenge of balancing local community with regional needs. As such, the initial feasibility study and alternatives analysis completed with RCP support will take a neutral approach to planning outcomes in the corridor. A full exploration of ways to create new bridges, viaducts, and other possible connectors will be included in this process.

COP and MCC propose to hire a qualified consultant to complete the initial feasibility study and alternatives analysis, comprised of the following tasks:

1. Project Leadership: project management of technical and community engagement components, including staff time and coordination meetings
2. Existing Conditions: review past planning and complex existing infrastructure
3. Identify Project Priorities: engage the community in a process to define a vision and principles for the project that will set expectations and drive future decision-making
4. Create a Data-Driven Framework: based on the community vision and principles, establish metrics to set a baseline and evaluate alternatives; at this stage, also identify structural and operational deficiencies of the existing conditions
5. Determine Alternatives and Feasibility: identify solutions to stated challenges; advance those considered technically feasible (including a no-build scenario)
6. Assess the Impacts of Alternatives: evaluate alternatives against project metrics, document indirect and cumulative impacts, and engage the community in dialogue
7. Analyze Equitable Land Use: identify the potential for development and other land uses needed in the study area; develop strategies to promote equitable development
8. Develop Cost Estimates: establish high-level construction cost estimates for alternatives
9. Prioritize Alternatives: based on project metrics, determine the priority of alternatives; engage the community in dialogue
10. Prepare Action Plan: document planning and environmental linkages strengthened during this process and scope NEPA and project development

Rigorous data analysis and robust community engagement are the foundation of the process outlined here. Engagement will identify a shared vision for the planning process, which will guide development of metrics against which alternatives, including a no-build scenario, will be evaluated. Data are critical to ensuring alternatives are evaluated consistently. These data may also reveal opportunities for short-term operational, safety, and/or asset management improvements.

This planning process will allow government and community-based project stakeholders to understand what could be changed to improve east-west access in Manchester and Chateau, what costs and benefits are associated with various approaches to resolving current access challenges, and which approaches best meet the goals of all interested parties. COP and MCC seek to use this process to position priority alternatives for the project development process.

## LOCATION & MAP

Manchester is home to 2,864 residents; Chateau adds just 7 more for a total of 2,871 people living in the community.<sup>1</sup> The data show 75% of residents are people of color and that

---

<sup>1</sup> US Census Bureau; American Community Survey, 2020 American Community Survey 5-year Estimates, Table B02001; generated by Breen Masciotra; <https://www.data.census.gov>; (11 October 2022).

population is overwhelmingly Black (71% of residents).<sup>2</sup> The median age is 34 years old, comparable to the citywide median of 33,<sup>3</sup> and the median household income (MHI) is \$40,323, which is below Pittsburgh’s MHI of \$50, 536.<sup>4</sup> The population today is notably different than it was prior to urban renewal efforts and the construction of PA-65, with a shift from a majority white to a majority non-white population between the years 1950 and 1970 as business districts crumbled and the remaining uses were separated.

PA-65 stretches 51 miles from its southern terminus at I-279N to the City of New Castle. Throughout its long length, PA-65 is only a limited access highway for the section located in Pittsburgh (approximately three miles). Accordingly, the federal function class for PA-65 from I-279N to the McKees Rocks Bridge is “Other Freeways and Expressways” and from the bridge north, it is “Other Principal Arterial Highways.” According to PA Department of Transportation data, the annual average daily traffic on PA-65 within the City of Pittsburgh averages 65,000 vehicles in a 24-hour period, depending on the segment.<sup>5</sup>

Screening Tool for Equity Analysis of Projects (STEAP)  
 Project Buffer Analysis Profile Report  
 Data Source: American Community Survey 2015-2019  
 Prepared by FHWA Office of Planning

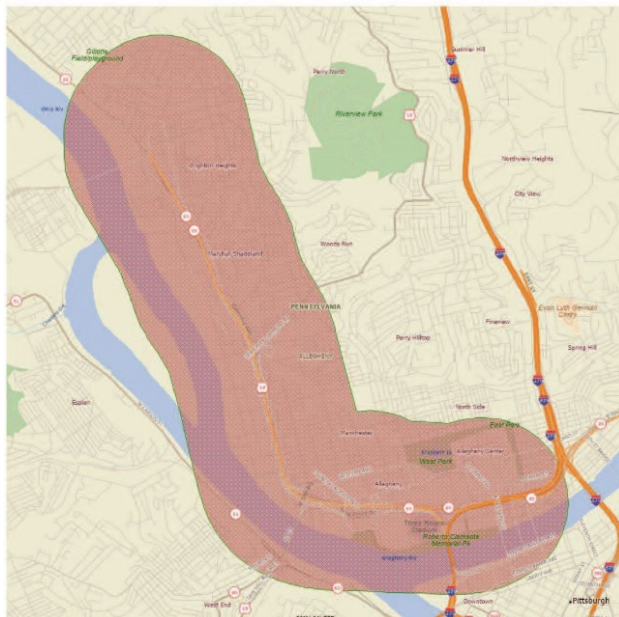


Figure 1. Study area: segment of PA-65 from McKees Rocks Bridge to I-279N, including 0.5-mile buffer

The study area for the feasibility study and alternatives analysis outlined here will consist of the approximately 3-mile expressway portion of PA-65 located within Pittsburgh, between I-279N and the McKees Rocks Bridge (Figure 1). The approximately 1-mile section of PA-65 that serves as the western border of modern Manchester, and the walkable area around it, is of primary importance as it bisects a previously continuous urban fabric; north of this segment, the highway parallels the preexisting railroad corridor. However, adjoining segments north and south of Manchester and Chateau must consider various ramps, grade changes, and community connections.

To best explore and assess the feasibility and preferability of new east-west multimodal connections, improved (i.e., rapid) transit service, and equitable development in the study area, alternatives will include a half-mile walkable area around the core corridor.

<sup>2</sup> US Census Bureau; American Community Survey, 2020 American Community Survey 5-year Estimates, Table B02001; generated by Breen Masciotra; <https://www.data.census.gov/>; (11 October 2022).

<sup>3</sup> US Census Bureau; American Community Survey, 2020 American Community Survey 5-year Estimates, Table B01002; generated by Breen Masciotra; <https://www.data.census.gov/>; (11 October 2022).

<sup>4</sup> US Census Bureau; American Community Survey, 2020 American Community Survey 5-year Estimates, Table B02001; generated by Breen Masciotra; <https://www.data.census.gov/>; (11 October 2022).

<sup>5</sup> Pennsylvania Department of Transportation. “Traffic Monitoring Report.” Prepared by PennDOT Traffic Information Repository (TIRe). <https://gis.penndot.gov/tire/> (11 October 2022).

This area is likely to see the greatest impacts of any changes, but it also has the greatest potential to generate users for the corridor through infrastructure investment and economic development.

Located along the Ohio River, the Manchester and Chateau area's proximity to major waterfronts made it ideal for business development throughout the 19th century; these business owners lived in the neighborhood and gave rise to a diverse middle-class population. Development sprouted up around Ferry Street, later named Beaver Avenue, which served as a major commercial district until its demolition a century later.

Much of Manchester's remarkable Victorian architecture was built in the second half of the 1800s and much of it still stands today as a testament to the work of the neighborhood preservationists who fought urban renewal. Like other neighborhoods, Manchester and Chateau experienced population decline after WWII, but it wasn't until the construction of PA-65 that the neighborhoods saw massive, rapid disinvestment. The community led early historic preservation efforts in the Pittsburgh region, resulting in several nonprofit institutions that still operate today. The Manchester National Register Historic District was added to the National Register of Historic Places in 1975.

With new investment occurring across the city today, riverfront property in Chateau has started to attract interest from private development. Specifically, Esplanade is a proposed \$600M mixed-use development intended to occupy a 5.5-acre site spanning the width of Chateau from the Ohio River to the west and PA-65 to the east. This development could result in a major influx of new infrastructure, real estate value, residents, and jobs to the area. Key to the success of this development is ensuring that it also serves community goals, including residents' ability to physically access the site, including jobs, goods, and recreational opportunities.

This community was developed around a regular grid structure, which was only interrupted by Pennsylvania Railroad tracks (running northwest-southeast) until PA-65 was built. Ferry Street (later Beaver Avenue) and Ohio Lane (later Pennsylvania Avenue) served as streetcar corridors from the nineteenth into the twentieth century, eventually being replaced by bus service that has struggled to adequately serve these areas without a connected street network. In many ways, Manchester is an island due to limited connections in and out: four along the east edge, three along the south, and two along the west. To this point, the Manchester-Chateau zip code has a Walk Score of 45 in what is otherwise a dense, flat, and gridded area. Allegheny West, immediately east of Manchester, has a score of 73 and Pittsburgh has an average score of 62.

There are two one-way, three-lane frontage roads along PA-65, Chateau Street in Manchester (state-owned) and Beaver Avenue in Chateau (city-owned), primarily intended for access to Chateau's industrial uses and nearby highways. There are two connections, between Manchester and Chateau, beneath PA-65: the Juniata Street underpass and Allegheny Avenue underpass, both of which are confusing to drivers and unsafe for people walking or cycling. The area has some bicycle-friendly facilities: relatively narrow streets in Manchester and a regionally connected trail in Chateau. However, the current lane placement causes safety concerns and increases auto circulation.

Manchester and Chateau are served by three local bus routes and have access to light rail service at Allegheny Station, immediately south in the North Shore neighborhood. Local bus services are

limited, with only one of the three routes extending into downtown Pittsburgh. Likewise, only roughly a quarter of the community is located within walking distance of frequent transit service (bus or light rail) in adjacent neighborhoods. As referenced above, PRT has included a study for a rapid transit connection beyond the Allegheny Station terminus in the North Side of the City of Pittsburgh to the Manchester-Chateau area and further along the Ohio River Boulevard corridor to Emsworth Borough as a priority in its long-range plan.<sup>6</sup> The project outlined in this grant application is supported by PRT staff and will allow the agency to begin to advance rapid transit plans ahead of schedule.

The outcome of these historical and existing conditions is a neighborhood on one side of the highway, with a wealth of significant historic resources and a vital heritage as a leading Black neighborhood with almost no access to the riverfront. On the other side of the highway is an economically successful industrial and institutional area with almost no residential buildings and limited access to the riverfront.

## RESPONSE TO MERIT CRITERIA

### *Equity, Environmental Justice, and Community Engagement*

#### Community Challenges and Needs

Manchester has endured a history of detrimental policies like many other urban areas. On a redlining map, Manchester was shown as part of zone D1, indicating that the area was hazardous, and investment should be directed elsewhere. In 1958, Pittsburgh joined other cities in creating zoning codes, intended to segregate people by segregating uses. Today, most of the neighborhood is zoned residential; it allows density of housing but no neighborhood-serving commercial among residences. In Chateau, Riverfront Zoning districts allow for a greater mix of uses.

The Urban Redevelopment Authority of Pittsburgh (URA) targeted the area for massive urban renewal projects in the 1950s and 1960s, calling it a blighted slum. The URA planned to raze much of the neighborhood and did remove key portions. However, by the mid-1960s, a concerted preservation effort was underway with the founding of Pittsburgh History and Landmarks Foundation (PHLF) in Manchester. The founding of Manchester Citizens Corporation (MCC) in 1965, also contributed to Manchester being a model for African American community activism and advocacy that continues today.

Despite strong community leadership, the effects of mid-twentieth-century urban policy can still be seen in Manchester and Chateau. As shown in *Table 1* below, the area is home to a higher concentration of people of color, people with low incomes, and unemployed people than the surrounding areas.<sup>7</sup>

---

<sup>6</sup> Pittsburgh Regional Transit, "NEXTransit 25-year Long-Range Transportation Plan," (Pittsburgh, PA, 2021), 65.

<sup>7</sup> EPA. "Socioeconomic Indicators." Prepared by Environmental Justice Screening and Mapping Tool (Version 2.1). <https://ejscreen.epa.gov/mapper/> (11 October 2022).

**Table 1. Socioeconomic Indicators**

Data	M & C Value	City Ave	State Ave	%ile in State	US Ave	%ile in US
Demographic Index	56%	37%	26%	87	36%	79
People of Color	72%	35%	24%	89	40%	79
Low Income	39%	39%	28%	75	31%	68
Unemployment Rate	10%	6%	5%	85	5%	84
Linguistically Isolated	0%	2%	2%	58	5%	45
Less Than HS Education	3%	7%	9%	23	12%	21
Under Age 5	4%	5%	6%	37	6%	32
Over Age 64	14%	15%	18%	35	16%	50

Manchester and Chateau are also in the top quartile nationally for all EJ Index indicators, showing that the area’s location amid major transportation corridors and industrial areas is having an adverse effect on the environment and public health (see *Table 2*).<sup>8</sup>

**Table 2. Environmental Justice Indexes**

Selected Variables	%ile in State	%ile in EPA Region	%ile in USA
EJ Index for Particulate Matter 2.5	88	85	76
EJ Index for Ozone	87	83	75
EJ Index for 2017 Diesel Particulate Matter	89	86	80
EJ Index for 2017 Air Toxics Cancer Risk	89	85	78
EJ Index for 2017 Air Toxics Respiratory HI	88	83	75
EJ Index for Traffic Proximity	96	94	91
EJ Index for Lead Paint	88	90	88
EJ Index for Superfund Proximity	85	81	78
EJ Index for RMP Facility Proximity	82	80	70
EJ Index for Hazardous Waste Proximity	91	88	84
EJ Index for Underground Storage Tanks	90	90	84
EJ Index for Wastewater Discharge	91	93	86

As a result of the challenges documented above, Manchester has demonstrated need for better access to jobs (especially those offering a living wage), goods, and services. Residents also need better access to food; the Manchester-Chateau community is low-income and a significant number of residents both do not own a car and live more than a half-mile from the nearest grocery store.<sup>9</sup> To address this, MCC partners with a local grocery chain to bring a mobile market to residents on Sundays but access is still limited.

This planning project will explore ways to remediate the harms done by mid-century policy and the lack of access for residents today through creative, sustainable, and equitable solutions developed with and for community members. Solutions will improve connections between

<sup>8</sup> EPA. “Environmental Justice Indexes.” Prepared by Environmental Justice Screening and Mapping Tool (Version 2.1). <https://ejscreen.epa.gov/mapper/> (11 October 2022).

<sup>9</sup> USDA. “Go to the Atlas.” Prepared by USDA Economic Research Service. <https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/> (11 October 2022).

Manchester's residential core and nearby nodes of commercial and industrial uses. They will also focus on improving connections between residents and the new jobs, goods, and services anticipated in Chateau when new development arrives. Moreover, this project will focus on developing transportation and infrastructure solutions that also reduce climate impacts, improve air quality, reduce stormwater runoff, improve traveler safety, and support equitable economic and social development.

### Community Participation Plan

In order to ensure alternatives developed by this project adequately redress harm caused by planning decisions made without community consultation, community engagement efforts will be broad and deep, with frequent touchpoints throughout the planning process.

COP and MCC will set and pursue goals for the success of community engagement before embarking on this planning process. Attaining inclusive, representative, and meaningful participation in this project will require a rigorous commitment to continual efforts to reach out, reassess, and revise efforts to connect with the most and the most impacted stakeholders.

Foundational to the success of a robust engagement process is the capacity to show up and follow through. To ensure this capacity, MCC will hire two full-time staff for the duration of the project to work in collaboration with project leadership and a consultant team. They will be housed in the community in order to be steeped in the project context and readily available to project stakeholders. MCC aspires to hire one person with a public policy or planning background to support and facilitate the technical aspects of the project and one person with a social work background to manage community organizing underlying this engagement plan.

MCC staff, COP staff, and consulting team members will conduct community engagement throughout this planning project, including:

- Coalition-building with public, private, nonprofit, and philanthropic partners representing Manchester and Chateau, their neighbors, connected municipalities, and the region
- Cultural liaisons who are paid to be informed about technical aspects of the project, share two-way information and insights throughout the process, and form an advisory group
- Public meetings conducted at key decision points in the process both in person and online, at day and evening times, with food, childcare, and accommodations for people with disabilities provided
- Other public events to raise awareness, celebrate milestones, and/or honor participation
- Tactical outreach efforts to reach people where they are such as pop-ups at high-activity or -relevance locations or a presence at preexisting events with a community audience
- Mailers to inform people of project details and engagement opportunities
- Ongoing opportunities to learn about the project and provide comment, both in person and online
- Partnerships with local institutions and businesses that secure their buy-in and raise the profile of the project to their members or customers
- A clear project identity used consistently across all project phases and materials
- Methods to capture issues in the community that this project may not address

### *Mobility and Community Connectivity*

As discussed above, the current PA-65 structure represents real historical, physical, and psychological barriers to the ability of Manchester to achieve the goals that the community has set. The highway has been a challenge to investment, access, and vitality in the area for more than sixty years. While this application and the scope outlined herein will not presume solutions, it is fundamental to this effort that resulting strategies must overcome these barriers.

Through community planning completed within the last five years, Manchester and Chateau have called for the removal of PA-65, but we know this option presents a number of challenges, especially considering the number of people using this road daily. Neither of the completed plans were scoped to explore the feasibility of this or delve into what different solutions might look like. This project's scope is a critical next step in the exploration of ways to achieve the community's desired outcome and an important milestone in maintaining trust and momentum.

COP and MCC are committed to advancing mobility options that people can afford to help them get to more places. For example, they are currently engaged in a Universal Basic Mobility (UBM) demonstration program. Principle wage earners in participating households (at or below 80% AMI) will be provided with a basket of transportation services at no cost, which include mass transit, micromobility, shared car and/or ride sharing services. Researchers will track relevant metrics to evaluate the benefit of providing a universal basic level of reliable mobility.

Originally constructed beginning in 1960, PA-65 is not a new facility but has been well-maintained. There are no capital funds programmed for roadway maintenance through June 30, 2028. Pavement restoration is programmed for the four-year period from state fiscal years 2029 through 2032.

### *Community-Based Stewardship, Management, and Partnerships*

As discussed above, the project will devote specific time and attention to the collaborative development of a community vision and principles for the study area. These outcomes will be the touchstone for the rest of the process, including the selection of metrics, to ensure that alternatives are consistent with the community's desires.

MCC and COP are committed to partner throughout the receipt and expenditure of all grant funds, as reflected in the attached letters of support. If awarded, these entities will enter a formal agreement with regard to the administration and dispersion of funds. Other strategic partners, including those represented in this application with letters of support, will be engaged in coordination and collaboration as appropriate throughout the planning process.

MCC currently convenes an economic development roundtable that it plans to grow and strengthen to include community members that represent Manchester residents, Chateau businesses, community-serving nonprofits, regional attractions, and adjoining municipalities. This group is currently collaborating to oversee the many ongoing local community and economic development initiatives and will expand its role at this project progresses.



## *Equitable Development and Shared Prosperity*

As noted previously, Manchester and Chateau completed both the city-adopted 2019 Manchester-Chateau Neighborhood Plan (MCNP) and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study. The former identifies long-term scenarios that include major infrastructure changes that result in significantly increased east-west connectivity (*Figure 2*). The latter calls on COP and MCC to “initiate formal study of re-imagining SR 65.”<sup>10</sup>



Figure 2. *Rendering of a possible future PA-65 corridor from Manchester Chateau Neighborhood*

Since the removal of the Beaver Avenue and Pennsylvania Avenue business districts more than a half-century ago, Manchester has had a dearth of neighborhood-serving businesses. To realize the vibrancy, stability, and equity that the neighborhood could achieve, residents of all incomes



Figure 3. *Rendering of near-term public space improvements from Manchester (Re)united TRID study*

and abilities must be able to access basic needs within about a half-mile of their homes. To that end, MCC has a vision to reestablish a Black Wall Street in the community. MCC hopes to begin fostering development of this vision with near-term public space improvements that include booths for small businesses (*Figure 3*) and follow that with implementation of recommendations from this study that identify opportunities for commercial development, including those that would be newly accessible to residents when PA-65 is improved.

The MCNP also recommends incorporating the community’s cultural heritage and inspiring architecture into public infrastructure through local art and design along the riverfront and throughout neighborhoods. This study will explore opportunities to fill gaps in the land uses and amenities available to people within the study area. Among those will likely be places that highlight the remarkable history of the area, in terms of both people and design, as well as providing safe, attractive, sustainable places that give people access to the outdoors and each other.

Based on the neighborhood plan, MCC is aggressively pursuing a one-to-one ratio of market rate to affordable housing in both the rental and for-sale markets to ensure accessibility to current and future residents of various means. Existing neighborhood residents are prioritized as buyers for new affordable for-sale housing. MCC partners with local social service organizations to ensure those buyers are prepared to take on the financial obligation of homeownership; those services

<sup>10</sup> Manchester Citizens Corporation and City of Pittsburgh, “Manchester (Re)united,” (Pittsburgh, PA, 2021), 56.

extend beyond finances to the whole person with programs focusing on health and wellness, youth education, workforce development, and access to higher education.

While the ongoing UBM pilot has tremendous value on its own, the effectiveness of the services provided will depend on residents’ ability to safely and efficiently access desired locations, which is extremely difficult given the discontinuous street network caused by PA-65, Norfolk Southern, and others. This study and any solutions it identifies could create real economic opportunity by making mobility that much easier for residents and visitors.

*Budget*

Table 3 shows a project budget including sources and uses by project task. Most project tasks will be completed by a consulting team contracted by COP to complete those technical planning, policy, and engineering tasks integral to the project. In addition, MCC will receive organizational support to hire two full-time staff to lead community engagement for the duration of the project and COP will receive support to ensure capacity dedicated to project management for this effort.

If funds are awarded, COP will receive and manage those funds through its Department of Mobility and Infrastructure (DOMI). COP will establish a formal partnership with MCC to establish clear roles and responsibilities regarding the funds MCC will contribute to the local match as well as the funds it will receive to lead community-based engagement activities. DOMI and other COP staff will manage consultant selection and contracting. The region’s MPO will also be involved in this funding collaboration as they assist in adding the project to the TIP and providing planning guidance and support. This budget table includes both cash and in-kind contribution to satisfy the 20% match requirement for this solicitation.

**Table 3. Budget**

	<b>TASKS</b>	<b>FY22 RCP</b>	<b>COP</b>	<b>MCC</b>	<b>TOTAL</b>
		80.0%	8.5%	11.5%	100.0%
<b>1.0</b>	Project Leadership	\$440,000.00	\$46,750.00	\$63,250.00	\$550,000.00
<b>2.0</b>	Existing Conditions	\$8,000.00	\$850.00	\$1,150.00	\$10,000.00
<b>3.0</b>	Identify Project Priorities	\$80,000.00	\$8,500.00	\$11,500.00	\$100,000.00
<b>4.0</b>	Create Data-Driven Framework	\$96,000.00	\$10,200.00	\$13,800.00	\$120,000.00
<b>5.0</b>	Determine Alternatives and Feasibility	\$120,000.00	\$12,750.00	\$17,250.00	\$150,000.00
<b>6.0</b>	Assess Impacts of Alternatives	\$320,000.00	\$34,000.00	\$46,000.00	\$400,000.00
<b>7.0</b>	Analyze Equitable Land Use	\$176,000.00	\$18,700.00	\$25,300.00	\$220,000.00
<b>8.0</b>	Develop Cost Estimates	\$96,000.00	\$10,200.00	\$13,800.00	\$120,000.00
<b>9.0</b>	Prioritize Alternatives	\$72,000.00	\$7,650.00	\$10,350.00	\$90,000.00
<b>10.0</b>	Prepare Action Plan	\$24,000.00	\$2,550.00	\$3,450.00	\$30,000.00
	<b>TOTAL</b>	<b>\$1,432,000.00</b>	<b>\$152,150.00</b>	<b>\$205,850.00</b>	<b>\$1,790,000.00</b>

## Manchester Reunited: Reconnecting Manchester to The River and The Region

### BUDGET NARRATIVE

*Table 3* shows a project budget including sources and uses by project task. Most project tasks will be completed by a consulting team contracted by COP to complete those technical planning, policy, and engineering tasks integral to the project. In addition, MCC will receive organizational support to hire two full-time staff to lead community engagement for the duration of the project and COP will receive support to ensure capacity dedicated to project management for this effort.

If funds are awarded, COP will receive and manage those funds through its Department of Mobility and Infrastructure (DOMI). COP will establish a formal partnership with MCC to establish clear roles and responsibilities regarding the funds MCC will contribute to the local match as well as the funds it will receive to lead community-based engagement activities. DOMI and other COP staff will manage consultant selection and contracting. The region’s MPO will also be involved in this funding collaboration as they assist in adding the project to the TIP and providing planning guidance and support. This budget table includes both cash and in-kind contribution to satisfy the 20% match requirement for this solicitation.

**Table 3. Budget**

	TASKS	FY22 RCP	COP	MCC	TOTAL
		80.0%	8.5%	11.5%	100.0%
<b>1.0</b>	Project Leadership	\$440,000.00	\$46,750.00	\$63,250.00	\$550,000.00
<b>2.0</b>	Existing Conditions	\$8,000.00	\$850.00	\$1,150.00	\$10,000.00
<b>3.0</b>	Identify Project Priorities	\$80,000.00	\$8,500.00	\$11,500.00	\$100,000.00
<b>4.0</b>	Create Data-Driven Framework	\$96,000.00	\$10,200.00	\$13,800.00	\$120,000.00
<b>5.0</b>	Determine Alternatives and Feasibility	\$120,000.00	\$12,750.00	\$17,250.00	\$150,000.00
<b>6.0</b>	Assess Impacts of Alternatives	\$320,000.00	\$34,000.00	\$46,000.00	\$400,000.00
<b>7.0</b>	Analyze Equitable Land Use	\$176,000.00	\$18,700.00	\$25,300.00	\$220,000.00
<b>8.0</b>	Develop Cost Estimates	\$96,000.00	\$10,200.00	\$13,800.00	\$120,000.00
<b>9.0</b>	Prioritize Alternatives	\$72,000.00	\$7,650.00	\$10,350.00	\$90,000.00
<b>10.0</b>	Prepare Action Plan	\$24,000.00	\$2,550.00	\$3,450.00	\$30,000.00
	TOTAL	\$1,432,000.00	\$152,150.00	\$205,850.00	\$1,790,000.00

## **City of Pittsburgh and Manchester Citizens Corporation**

### LETTERS OF SUPPORT

1. Mayor Ed Gainey
2. Manchester Citizens Corporation
3. Pennsylvania Department of Transportation
4. Representative Abney
5. Allegheny Conference on Community Development
6. Astrobotic
7. BikePGH
8. Buhl Foundation
9. Senator Bob Casey
10. Community College of Allegheny County
11. La Prima
12. Councilman Lavelle
13. Manchester Bidwell Corporation
14. Mobility
15. Moonshot Museum
16. Pittsburghers for Public Transit
17. Pittsburgh Scholar House
18. Quaker Valley Council of Governments
19. Riverlife
20. Sine Trading International
21. Southwestern PA Commission
22. Urban Redevelopment Authority
23. Councilman Wilson



CITY OF PITTSBURGH  
**OFFICE OF THE MAYOR**  
MAYOR ED GAINEY

October 7, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
*Subject: Reconnecting Communities Pilot Program*

Dear Secretary Buttigieg,

I am honored to share this letter with my highest support for a joint application between the City of Pittsburgh and Manchester Citizens Corporation to study SR-65 alternatives through the USDOT 2022 Reconnecting Communities Pilot Program.

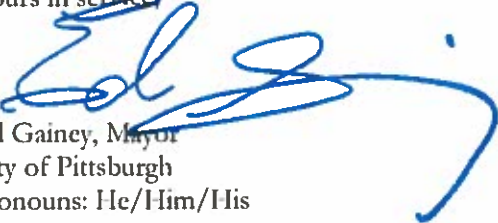
I grew up right here in Pittsburgh and have seen and experienced first-hand the economic hardships our families face on a regular basis – in particular, our communities of color. As the first Black mayor of our city, I am acutely aware of how redlining impacted our past and shaped our present. When transportation decisions were made to ‘connect’ some communities but decimate the viability of others, we must take a deeper dive into understanding the ways we might start to repair that damage today.

For years, our government entities, nonprofits and community groups have gone round and round discussing the impacts SR-65 has on our Manchester-Chateau neighbors. While we’ve tried to do our part to invest in housing and other alternatives in more recent years, the elephant in the room remains: there is a giant concrete highway cleaving this neighborhood into two distinct parts. As a result, years of disinvestment led to entire generations missing out on economic opportunities and historical pieces of Pittsburgh disappearing forever.

Despite the damage we’ve suffered, I am hopeful for the future. In my college years, I learned how government could be a powerful tool for fighting injustice and uplifting communities. Most importantly, I learned how to connect with people. Bringing the right people to the right conversations is the only way change happens. It’s the only way for us to overcome what can feel like insurmountable barriers. At the end of the day, I’m here as that convener and collaborator and I know we’ll be able to spur meaningful change. This grant project is the conversation starter and the way to bring the right people around the table.

The City of Pittsburgh and Manchester Citizens Corporation are committed to leading this effort and will formalize this partnership in alignment with this grant as the project progresses. Thank you for your consideration of our application. My staff is available for any follow up questions.

Yours in service

  
Ed Gaaney, Mayor  
City of Pittsburgh  
Pronouns: He/Him/His



**MANCHESTER**  
Citizens Corporation

1319 Allegheny Ave., Pgh., PA 15233  
ph-412.323.1743 | fx-412.323.1744  
www.manchestercitizens.org

October 11, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
September 21, 2022

**RE: Reconnecting Communities Pilot Program**

Secretary Buttigieg,

Manchester Citizens Corporation (MCC) wholeheartedly supports this joint application with the City of Pittsburgh (COP) to the 2022 Reconnecting Communities Pilot Program. MCC is the community steward of this bold vision of a Manchester Reunited, removing a massive physical barrier to create numerous opportunities.

MCC has a long history of dynamic leadership in Manchester that began with local organizing in response to urban renewal and support of the civil rights movement; today it's a major convener and investor in building the future of the neighborhood. MCC has developed hundreds of units of affordable and market-rate housing during its tenure and partners with local social service and education organizations to ensure a whole-person approach to community development.

MCC partnered with COP to develop the Manchester-Chateau Neighborhood Plan, which set priorities for the community and specifically recommends studying the feasibility of changes to PA State Route 65 that will improve community connectivity. As the community steward of the neighborhood plan, MCC fully supports acting on that recommendation through the study proposed in this application. Furthermore, MCC commits to formalizing its partnership with COP and leading community engagement for this project should the requested funds be awarded.

In addition to its pledge of partnership with COP, collaboration with many community stakeholders, and stewardship of the community vision, MCC further commits \$205,850 in matching funds to ensure the success of this effort. These funds are currently on hand.

MCC believes that this is the most catalytic investment that USDOT could make not just in Manchester and Chateau but in the PA-65 corridor. With grant funds, MCC, COP, and many supportive partners could determine how to meaningfully transform the structure of PA-65.

Thank you for your consideration.

Sincerely,

LaShawn Burton-Faulk  
Executive Director, Manchester Citizens Corporation



October 13, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg:

As the District Executive of the Pennsylvania Department of Transportation (PennDOT), I share this letter with my highest regards for the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program to explore ways to reconnect the Manchester neighborhood. PA-65 provides a critical link for communities along the Ohio River, so it's imperative that we thoughtfully explore ways to reconnect Manchester while safely integrating the PA-65 into the design.

PennDOT oversees programs and policies affecting highways, urban and rural public transportation, airports, railroads, ports, and waterways. More than three-quarters of PennDOT's annual budget is invested in Pennsylvania's approximately 121,000 miles of state and local highways and 32,000 state and local bridges. PennDOT is directly responsible for nearly 40,000 miles of highway and roughly 25,400 bridges, a system first established in 1911. As such, we are here to serve all residents in the Commonwealth, so this project is a prime opportunity for us to explore innovative ways that benefit everyone. We believe there are ways to renew the link between the Manchester neighborhoods while also ensuring our regional transit asset, PA-65, is best utilized.

Thank you for your time and consideration of this application.

Sincerely yours,  
**PennDOT District 11**

Cheryl Moon-Sirianni, P.E.  
District Executive

AERION A. ABNEY, MEMBER  
19TH LEGISLATIVE DISTRICT

103A EAST WING  
P.O. BOX 202019  
HARRISBURG, PENNSYLVANIA 17120-2019  
(717) 783-3783

2015 CENTRE AVENUE, 1ST FLOOR  
PITTSBURGH, PENNSYLVANIA 15219  
(412) 471-7760  
FAX: (412) 471-8056

WWW.REPABNEY.COM  
REPABNEY@PAHOUSE.NET



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

AGING & OLDER ADULT SERVICES  
FINANCE  
INSURANCE  
LOCAL GOVERNMENT  
URBAN AFFAIRS

September 21, 2022

Secretary Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Reconnecting Communities Pilot Program**

Secretary Buttigieg,

Please see the following letter as my highest support of the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program for planning alternative efforts around SR-65. As the Representative of Pennsylvania's 19th District, I am proud to champion this project.

SR-65 is a major highway within my district and impacts the residents both in the city and the surrounding suburbs, so it is a priority for me to remain engaged in conversations surrounding its future. When I took office, I pledged to be a representative who will support policies that promoting economic growth, entrepreneurship, enabling our young people to stay in and succeed in school, and allowing our communities to grow without displacing longtime residents. This project embodies all those pledges and I'm excited to start tackling the SR-65 issue.

While the State Route 65 highway was supposed to be a 'connector,' the large concrete highway structure decimated the Manchester-Chateau neighborhood when it was built nearly 60 years ago. The way we think about transportation and connectivity among and between urban neighborhoods has changed significantly and I look forward to exploring alternative ways to move and connect people and transit.

I appreciate your time and consideration of this grant application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Aerion Abney".

Aerion Abney  
Pennsylvania State Representative  
19th Legislative District



October 10, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary, Buttigieg,

We write to you today to support the City of Pittsburgh, PennDOT, and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. Our office has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. The reconnection of Manchester and Chateau across the PA 65 corridor is essential to the success and future strength of those efforts.

Manchester is a majority Black neighborhood in the City of Pittsburgh and is home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall as 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods.

We see this as part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have the desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,

Majestic Lane, Chief Equity Officer

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary, Buttigieg,

We write to you today to support the City of Pittsburgh, PennDOT and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. Our office has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to the State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified

---



mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,

A handwritten signature in black ink, appearing to read "John Thornton", enclosed within a large, loopy oval scribble.

John Thornton

CEO

Astrobotic Technology, Inc

9/29/22

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
September 21, 2022

RE: Reconnecting Communities Pilot Program

Secretary Buttigieg:

I am thrilled to support of the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program, which is of critical importance to the Pittsburgh region.

Bike Pittsburgh is a 3,000+ member-strong bicycle and pedestrian advocacy organization. The work we do makes it safer, more comfortable, and convenient to get around by bike and by foot. In 20 years, we have successfully advocated for approximately 100 miles of bikeways, thousands of bike racks in buildings and business districts, better access on transit for bikes, Complete Streets policies, rolling out a bikeshare system, and new bike and pedestrian plans in the City of Pittsburgh.

State Route 65 negatively impacted the Manchester-Chateau community. Built in the 1960s, this large concrete highway structure bifurcates the neighborhood. Currently, residents on one side have no riverfront access and limited commuting/walking options, and the business district has limited riverfront access with little residential opportunity. This highway through a predominantly African American neighborhood caused economic hardship and disinvestment for decades. While the City and Urban Redevelopment Authority have made attempts to reinvest, the area still struggles with highway and the burden it places on those living near it.

This grant opportunity is needed to potentially alter the course of the Manchester-Chateau neighborhood's future. This will give community advocates, City staff and elected officials the tools they need to move conversations forward about redesigning this roadway and thus reconnecting this community.

Thank you for your consideration.

Sincerely,



Scott Bricker  
Executive Director



**BIKE  
PGH!**

188 43rd Street  
Pittsburgh, PA 15201  
**bikepgh.org**

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

On behalf of the Buhl Foundation, I am writing to support the City of Pittsburgh, PennDOT, and Manchester Citizens Corporation's (MCC), Reconnecting Communities Program (RCP) grant application. The Buhl Foundation has been working closely with the community development corporation Manchester Citizens Corporation (MCC), stakeholders, and residents to address State Route 65. State Route 65 is an elevated freeway that dramatically changed the neighborhood's landscape. The highway, constructed from 1960 to 1970, was built on a solid viaduct, creating a 120-foot-deep north-south barrier wall at its narrowest point that stands as tall as 40 feet above the surrounding streets with only two openings for east-west connections within the neighborhood. The highway construction resulted in the division of the tight-knit community of Manchester with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Manchester is a majority Black neighborhood in the City of Pittsburgh and is home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65). Since the 1950s, the Manchester community has benefited from strong, resident-driven community leadership with several organizations continuing that practice today.

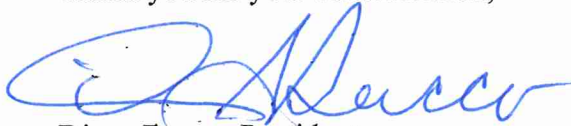
In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, the City of Pittsburgh (COP) received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While Manchester residents have a clearly defined and desired outcome, we know that there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

The PA 65 project aligns with the goals of the RCP funding and is an infrastructure project that not only intersects transportation, real estate, and community development but one that can undo the wrongs of the past by facilitating equitable reinvestment and reconnection for the neighborhoods of Manchester and Chateau.

The Buhl Foundation is committed to supporting the continued progress in the Manchester neighborhood.

Thank you for your consideration,



Diana Bucco, President  
The Buhl Foundation

ROBERT P. CASEY, JR.  
PENNSYLVANIA

COMMITTEES:  
FINANCE

HEALTH, EDUCATION,  
LABOR, AND PENSIONS

SELECT COMMITTEE  
ON INTELLIGENCE

SPECIAL COMMITTEE ON AGING

# United States Senate

WASHINGTON, DC 20510

October 13, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I write today in support of the City of Pittsburgh and Manchester Citizens Corporation's joint application to the US Department of Transportation 2022 Reconnecting Communities Pilot (RCP) Program. I urge you to give this project full and fair consideration.

Manchester is a historic neighborhood in Pittsburgh's North Shore located near the Ohio River. The community, however, has suffered from the impacts of redlining as well as harmful infrastructure decisions that severed and divided the neighborhood. In particular, I am told that the construction of State Route 65 (S.R. 65) separated Manchester from the adjacent Chateau neighborhood that sits right on the Ohio. This project isolated Manchester from surrounding areas and has had long-lasting, detrimental impacts on the population. Recent data shows that the population is 71% minority and median household income is \$40,323, which is below the city's \$50,536.

It is my understanding that this application seeks a planning grant to support a feasibility study and alternatives analyses for the S.R. 65 Viaduct to reestablish a connected street network and unified neighborhood. It has been explained to me that the development of alternatives for the S.R. 65 Viaduct was recommended by four recent studies; the city-adopted Manchester-Chateau Neighborhood Plan, the 2021 Manchester (Re)united Transit Revitalization Investment District study, an EPA Greening America's Communities study, and the 2021 Pittsburgh Regional Transit Long-Range Plan. It has been explained to me that, if awarded, this funding will help to bring the recommendations of these previous studies, and community conversations that have been underway for more than ten years, closer to reality.

Further, I understand that this project is intended to engage vested stakeholders that include Pennsylvania Department of Transportation, the Southwestern Pennsylvania Commission Metropolitan Planning Organization, the City of Pittsburgh, Pittsburgh Regional Transit, the Manchester Citizen's Corporation and many neighborhood residents. I am told that the City and Manchester Citizen's Corporation will seek robust input from these groups as they develop comprehensive, sustainable, community-based alternatives and impacts analyses. The project

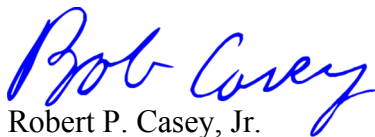


stakeholders seek the opportunity to apply an equity lens in the development of alternatives, to address the wrongdoings of the past.

I am proud to advocate for funding for projects that address the structural inequities caused by previous investments in Pennsylvania and across the Nation. I was happy to see the Reconnecting Communities Pilot included in the infrastructure law and I am hopeful that significant funding from this program will come to disadvantaged communities in Pennsylvania.

Thank you in advance for your thoughtful consideration. Please include this letter in the official record of the application. Consistent with all applicable laws, rules and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments or concerns, please feel free to contact me or my staff at (202) 224-6851.

Sincerely,



Robert P. Casey, Jr.  
United States Senator



COMMUNITY COLLEGE  
OF ALLEGHENY COUNTY  
Office of the President  
Byers Hall  
808 Ridge Avenue  
Pittsburgh, PA 15212-6097  
Ph: 412.237.4413  
Fax: 412.237.4420  
www.ccac.edu

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

I am pleased to write this letter to support the City of Pittsburgh, PennDOT and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. The Community College of Allegheny County's team has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community to realize critical change occurring with State Route 65, an elevated freeway that divides and dramatically changes the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of these collective efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks, but lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

Pennsylvania State Route 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west

connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as part transportation, part real estate, and part of a community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. Further, in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

More specifically, the RCP grant will allow COP, MCC, and myriad of local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with an open mind and a neutral view, which is why I am writing to request your support and consideration to approve funding to support the described Reconnecting Communities Pilot program. Thank you in advance for your consideration and support.

Professionally yours,



Quintin Bullock,  
President



ROASTED IN PITTSBURGH

**LA·PRIMA**

ESPRESSO Co

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

We write to you today to support the City of Pittsburgh, PennDOT and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. Our office has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to the State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).


PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

1500 CHATEAU STREET, PITTSBURGH, PA 15233  
INFO@LAPRIMA.COM | (412) 565-7070

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,

  
President/Owner



# R. DANIEL LAVELLE



## Councilman, City of Pittsburgh-District 6

### Chair, Finance & Law

September 21, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

September 21, 2022

Secretary Buttigieg,

I'm writing to you in full support of the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program. As a native Pittsburgh-er and local elected official, this project is incredibly important to me and my constituents.

As Councilman of District 6, Manchester-Chateau falls directly under my purview. Since taking office in 2010, Route 65 has been a recurring issue for those living in the area. We all know the transportation mistakes of the past negatively impact us now and will continue to burden us in the future – this neighborhood is no exception. Since Route 65 was completed, we've unfortunately lost dozens of historical structures due to decades of disinvestment and demolition. I'm excited to see this effort to reconsider our options to help reconnect our residents to each other and to important community assets. Change begins when we're willing to have conversations about all the possibilities, and that is precisely what this grant would for our community and all of its stakeholders.

Thank you for your time.

Sincerely,

R. Daniel Lavelle

---

510 City-County Building • Pittsburgh, Pennsylvania 15219

412-255-2134 • Fax: 412-255-0737

[daniel.lavelle@pittsburghpa.gov](mailto:daniel.lavelle@pittsburghpa.gov)

[Facebook.com/LavelleDistrict6](https://www.facebook.com/LavelleDistrict6) [Twitter.com/RDLavelle](https://twitter.com/RDLavelle) [www.pittsburghpa.gov/district6/](http://www.pittsburghpa.gov/district6/)



MANCHESTER BIDWELL  
CORPORATION

1815 Metropolitan Street  
Pittsburgh, PA 15233

Telephone: 412-323-4000  
Fax: 412-321-2120

[www.manchesterbidwell.org](http://www.manchesterbidwell.org)

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg:

We write to you today to support the City of Pittsburgh, PennDOT and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. Our office has been collaborating closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to the State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-

Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,



Kevin L. Jenkins  
President & CEO



September 30, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Secretary Buttigieg,

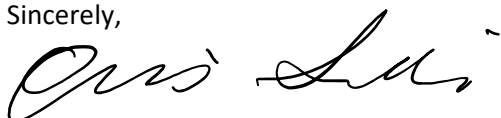
I am excited to write you in support of the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot (RCP) Program to study the feasibility and options available to overcome the divisive urban freeway infrastructure of State Rt. 65/US Rt. 19 (SR65/USR19) through the majority-Black Pittsburgh neighborhood of Manchester-Chateau.

Mobilify is a policy, advocacy, and technical assistance organization that seeks to democratize transportation by lifting up more accessible, cleaner, human-centered modes so that equitable communities can thrive. Optimizing existing infrastructure towards this broader vision our mantra. This includes supporting efforts to reverse transportation's transgressions, such as overcoming the negative impacts of inequitable urban freeways that exacerbated white flight and redline-driven disinvestment while physically cutting off people from opportunity. In Pittsburgh, no transportation infrastructure has so completely hobbled its host community than the Manchester/Chateau section of SR65/USR19.

Rt. 65 is an extreme case even among urban freeways: the 6-lane road, perched on a wall and flanked by 6 more lanes of parallel access roads, quite literally bifurcated this beautiful, historical and primarily African American neighborhood, causing economic hardship and disinvestment for decades. Despite many public and community-led initiatives, this 250-foot-wide freeway/access road combo continues to exact socioeconomic, environmental, and physical tolls on this Justice40-qualifying area. Manchester's vision for SR65 – a multimodal boulevard - stitches back together the neighborhood; elevates transit, walking, and biking as part of a larger, comprehensive solution to major mobility and environmental equity issues; reconnects the neighborhood to its riverfront; and enables equitable redevelopment opportunities in a low-income, majority-minority community. To fully understand opportunities, challenges, and feasibilities, however, a comprehensive study of all potential interventions and their impacts on Manchester and the greater region is necessary. RCP could facilitate that process.

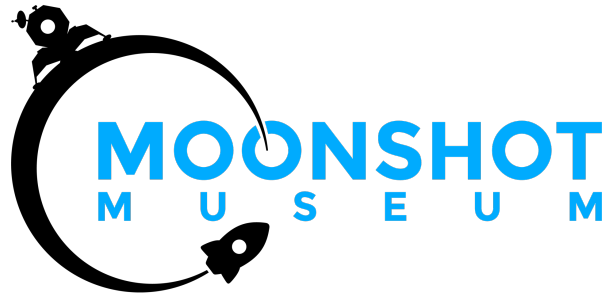
Having engaged with MCC for several years and as someone who predominantly uses his bike, feet and a bus pass to get around, I appreciate how SR65 currently holds stymies Manchester and our city's equitable revitalization efforts, and the opportunities reversing its impact could create. We fully, enthusiastically support this joint application. Thank you for your time and consideration.

Sincerely,



Chris Sandvig, Executive Director  
Mobilify Southwestern Pennsylvania

---



October 6, 2022

Secretary Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

I write to you today to support the City of Pittsburgh, PennDOT, and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. The Moonshot Museum team has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to the State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Moonshot Museum is a brand-new space museum in Pittsburgh, and we're proud to call Manchester home. As the Commonwealth of Pennsylvania's first space museum and the world's first museum to focus on career readiness for the 21<sup>st</sup> century space industry, we've worked closely with our neighbors in Manchester over the past two years to build an inclusive programming space that serves students, teachers, and families that have traditionally been underrepresented in the space industry and underserved in innovative science, technology, engineering, arts, and math (STEAM) education programs. We've seen the negative impact of Route 65 up close and write in full support of MCC's work to explore better solutions for the PA 65 corridor in Manchester.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government



policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as a part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,

A handwritten signature in blue ink that reads "Sam Moore".

Sam Moore

Executive Director,

Moonshot Museum

1016 N. LINCOLN AVENUE  
PITTSBURGH, PA 15233

412.314.4111

[www.moonshotmuseum.org](http://www.moonshotmuseum.org)



## Pittsburghers for Public Transit

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

October 10, 2022

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

It is with great enthusiasm that I share this letter of my highest support for the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program. I am the Executive Director of Pittsburghers for Public Transit (PPT) and this project is incredibly valuable to my organization and our work.

While the State Route 65 highway was supposed to be a 'connector,' this 270-foot wide, 25-foot-high concrete structure decimated the Manchester-Chateau neighborhood when it was built nearly 60 years ago. The way we think about transportation and connectivity among and between urban neighborhoods has changed significantly since the days of redlining. Addressing this structure has been a top priority for the community and I am excited for a grant opportunity that will help us explore alternative ways to move and connect people and transit.

Pittsburghers for Public Transit is a grassroots union of transit riders, workers and neighbors who organize for more equitable, affordable, and accessible public transit that meets all needs, with no communities left behind. There is significant overlap between those residents that were harmed by the development and implementation of the State Route 65 highway and our membership of transit riders, and the highway's severing of safe and accessible passage to transit stops in that community continues to perpetuate that harm, all these many generations later. This study is a key step to acknowledging and hopefully redressing those impacts, which disproportionately affect low-income and communities of color. We are pleased to offer our support for this pilot program and welcome any follow up to this letter.

Sincerely,

Laura Chu Wiens, Executive Director  
Pittsburghers for Public Transit

October 6, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave., S.E.  
Washington, D.C., 20590-0001

RE: Reconnecting Communities Pilot Program/Letter of Support

Dear Secretary Buttigieg:

I humbly submit this letter in support of the City of Pittsburgh, PennDOT and Manchester Citizens Corporation's Reconnecting Communities Program (RCP) grant application. Our office has been working closely with Manchester Citizens Corporation (MCC), the community development corporation, its stakeholders and residents to create equitable economic opportunity within the neighborhood. After years of collaborative and collective effort, the community is eager for change to occur related to Interstate Route 65 (PA 65), an elevated freeway which dramatically changed the neighborhood's economic landscape due to deleterious urban renewal policies enacted during the mid-20<sup>th</sup> century.

For context, Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community advocacy. Under the threat of urban renewal during the mid-twentieth century, Black residents began building coalitions to advocate for the preservation of neighborhood fabric and economic vitality put asunder by policies antithetical to the propagation of inclusive economic development. Since the 1950s, Manchester has benefited from strong community leadership pioneered by several organizations which remain active. In recent years, Manchester completed comprehensive strategic and tactical planning to redevelop the community utilizing an equitable development lens. The reconnection of Manchester and Chateau across the PA 65 corridor are integral to future strength and success of the neighborhood.

Route 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall as 40 feet above the surrounding streets and only has two openings for east-west connections within

the neighborhood. As a result, Manchester was bisected, with the land west of PA 65 becoming known as Chateau and relegated to low-value industrial uses.

The need to reverse the damage wrought by PA 65 has emerged as a recurrent theme in the community-driven strategies designed to engineer equitable investment in the Manchester and Chateau neighborhoods. We consider this to be a tripartite transportation, real estate, and community development project, which will be a critical first step towards restorative development. Both the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study expressly call for lowering the highway. This would reestablish the neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. In 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will enable the City of Pittsburgh, Manchester Citizens Corporation, and their many local partners to begin a data- and community-driven exploration of positioning the PA 65 corridor better serve Manchester, its residents and the city writ-large. In addition to community preference, there are considerable operational, structural, budgetary, and political factors that will influence Manchester's future. As such, the initial feasibility study and alternative analysis completed with RCP funding will allow us to devise objective solutions related to the corridor. I implore you to consider Route 65 for the Reconnecting Communities Pilot funding as it will serve as a catalyst to set a more prosperous course than the one set in motion by the harmful urban renewal policies of yore.

Sincerely,

A handwritten signature in blue ink that reads "Diamonte Walker".

Dr. Diamonte Walker

CEO, Pittsburgh Scholar House

# QUAKER VALLEY COUNCIL OF GOVERNMENTS

343 Eicher Road, Pittsburgh, PA 15237

412-766-7458 | [www.qvcog.org](http://www.qvcog.org)



September 26, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg,

It is with great enthusiasm that I share this letter of my highest support for the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot Program. I am the Executive Director of the Quaker Valley Council of Governments ("QVCOG") and this project is incredibly valuable to my organization and our work. The QVCOG is a network of 15 member communities that begins at the City of Pittsburgh's boundary (adjacent to the Manchester-Chateau neighborhood), that form an uninterrupted string of boroughs and townships that reach the Allegheny County – Beaver County line. In short, the goal of our organization is to promote efficiency and effectiveness of local government(s) through shared programming while respecting the autonomy of our individual members.

While the State Route 65 highway was supposed to be a 'connector,' for the region, a portion of the roadway (a 270-foot wide, 25-foot-high concrete structure) has negatively impacted the Manchester-Chateau neighborhood and its residents for over 60 years. The concepts of transportation and community/regional connectivity have changed significantly in the six decades since the highway was constructed. Addressing this community barrier has been highlighted as a top priority for the City of Pittsburgh and I am excited for a grant opportunity that will assist in the exploration of alternative methods to move and connect people throughout Allegheny County.

Route 65 is the predominant resource that connects our member communities. Very recently, our organization undertook a comprehensive study in an effort to better understand Route 65's impact on our communities. Through the course of the community engagement sessions involved within the Study, the QVCOG outlined objectives which included a safer, greener, cleaner, and more interconnected Ohio River Boulevard (Route 65). We wholeheartedly commend the City of Pittsburgh and the Manchester Citizens Corporation's mission to re-engage with the region's residents as well as their desire to study and evaluate the future of transportation in Allegheny County. Our organization and its 15 member communities would immensely benefit from any findings of such a study.

Yours Truly,

A handwritten signature in blue ink that reads "Patrick Conners".

Patrick M. Conners  
Executive Director

# Riverlife

October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

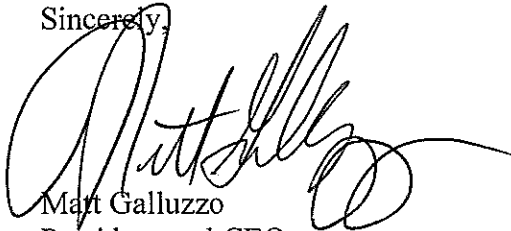
Dear Secretary Buttigieg,

Pittsburgh is defined by its three rivers, which today serve as the region's premiere open space. Nearly 60 years ago, City leaders severed the citizens of Manchester from this vital landscape by constructing State Route 65, an elevated highway that separates the majority-black neighborhood from the Ohio River. Many residents fondly remember walking down "just about any street" to get to the water, which can now only be accessed by one foreboding underpass.

As the President and CEO of Riverlife, an organization dedicated to reconnecting Pittsburghers to their rivers, I enthusiastically support the City of Pittsburgh and Manchester Citizens Corporation's application to the Reconnecting Communities Pilot Program in order to rectify this injustice. Riverlife has been actively working with both entities to reimagine connections to the Ohio River, engaging in regular coordination meetings and raising public and private funds to support community-driven planning efforts.

Though the State Route 65 highway was supposed to be a 'connector,' this 270-foot wide, 25-foot-high concrete structure destroyed the physical and social fabric of the Manchester-Chateau neighborhood. Addressing this barrier has been a top priority for the community and the Reconnecting Communities Pilot Program is uniquely designed to meet their needs. I urge you to fund this application and restore the river to residents who have been separated from it for too long.

Sincerely,



Matt Galluzzo  
President and CEO  
Riverlife



October 6, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary, Buttigieg,

We write to you today to support the City of Pittsburgh, PennDOT and Manchester Citizens Corp. (MCC)'s, Reconnecting Communities Program (RCP) grant application. Our office has been working closely with the community development corporation, Manchester Citizens Corporation (MCC), stakeholders, along with residents, and the community is ready to see change happen related to the State Route 65, an elevated freeway that dramatically changed the neighborhood's landscape. Since the 1950s, Manchester has benefited from strong community leadership and several organizations continue that practice today. In recent years, Manchester has completed comprehensive and tactical planning that position it to redevelop with equity at its foundation. Essential to the success and future strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor.

Manchester is a majority Black neighborhood in the City of Pittsburgh and home to a rich history of Victorian architecture, productive riverfronts, and community organizing. When urban renewal threatened it in the mid-twentieth century, Black residents banded together to fight large-scale, modern development blocks but still lost valuable neighborhood fabric and connections to the construction of Pennsylvania State Route 65 (PA 65).

PA 65 was constructed from 1960 to 1970 and established a north-south barrier through the middle of a tight-knit community trying to preserve its assets amid negative pressure from the government policies and market changes driving urban disinvestment at the time. The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and being relegated to low-value industrial uses.

Undoing the damage wrought by PA 65 has become a recurring theme in community-driven efforts to facilitate equitable investment in the Manchester and Chateau neighborhoods. We see this as part transportation, part real estate, and part community development project, which will be the first step in righting the wrongs of the past. Both the 2019 Manchester-Chateau Neighborhood Plan and the

2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study explicitly call for lowering the highway to reestablish one neighborhood with a connected street network. In 2020, COP received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow COP, MCC, and their many local partners to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, budgetary, and political considerations that will influence what will ultimately be a preferred alternative. As such, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality, which is why I urge you to consider this project for the Reconnecting Communities Pilot funding.

Sincerely,



Wayne Fu, CEO

Sine Trading International



## SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451  
phone:412-391-5590 • fax:412-391-9160 • www.spcregion.org

### Officers:

Leslie Osche  
Chairman

Pat Fabian  
Vice-Chairman

Vince Vicites  
Secretary-Treasurer

### Executive Committee:

Allegheny County  
Rich Fitzgerald

Armstrong County  
Pat Fabian

Beaver County  
Daniel C. Camp III

Butler County  
Leslie A. Osche

City of Pittsburgh  
Ed Gainey

Fayette County  
Vincent A. Vicites

Greene County  
Mike Belding

Indiana County  
Shereen Hess

Lawrence County  
Morgan Boyd

Washington County  
Diana Irey Vaughan

Westmoreland County  
Sean Kertes

At-Large  
Gina Cerilli Thrasher, Esq.  
Lynn Heckman  
Larry Maggi

Governor's Office  
Ali Doyle

PA Dept. of Community &  
Economic Development  
Johnna A. Pro

PA Dept. of Transportation  
Larry S. Shifflet

Executive Director  
Vincent Valdes

September 26, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Reconnecting Communities Pilot Program

Dear Secretary Buttigieg:

I am excited to write this letter in support of the City of Pittsburgh and Manchester Citizens Corporation's application to the 2022 Reconnecting Communities Pilot (RCP) Program. As the Executive Director of the Southwestern Pennsylvania Commission (SPC), I understand the value this type of study brings to the Pittsburgh region.

SPC, as the federally designated metropolitan planning organization for the 10-county southwestern Pennsylvania region, recognizes the significance of the RCP program as the first ever Federal Program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. The goals of SPC's Long Range Plan *SmartMoves for a Changing Region* include connected mobility, resilient communities, and a globally competitive economy for all. These goals align with the goals of the RCP Program.

The Manchester-Chateau community was negatively impacted by transportation infrastructure in the 1960s with the installation of State Route 65, which is a large highway structure that quite literally splits the neighborhood in two. Currently, residents on one side have no riverfront access and limited commuting/walking options, and the business district has limited riverfront access with little residential opportunity. Essentially, the cleaving of this beautifully historical and primarily African American neighborhood caused economic hardship and disinvestment for decades. While the City and Urban Redevelopment Authority have made attempts to reinvest, the area still struggles with the road structure and the burden it places on those living near it.

Community advocates have spent many years trying to move conversations about road system alternatives, but to no avail. This grant opportunity to study feasibility and impacts of a mitigating solution, is precisely the tool they need to potentially alter the course of the Manchester-Chateau neighborhood's future.

Thank you for your time.

Sincerely,

Vincent Valdes  
Executive Director



October 7, 2022

Secretary Buttigieg  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Reconnecting Communities Pilot Program, PA State Route 65, Manchester and Chateau (City of Pittsburgh).**

Dear Secretary Buttigieg,

I am writing to express my excitement and support for the City of Pittsburgh and Manchester Citizens Corporation's (MCC) application to the USDOT Reconnecting Communities Pilot Program (RCP) Grant. The approximately \$1.5M request will fund a critical planning effort to start undoing the damage wrought by PA State Route 65 (PA 65), which is a persistent barrier to community-driven, equitable development efforts and investment in the Manchester and Chateau neighborhoods of the City of Pittsburgh.

Manchester is a majority-Black neighborhood in the City of Pittsburgh. When mid-20<sup>th</sup> century urban renewal plans threatened the residents, they banded together through community organizing to fight large-scale development in order to preserve and improve the existing way of life, Victorian architecture, and riverfront access. While there was some success, the construction of PA 65 established a north-south barrier through the middle of a tight-knit community and destroyed valuable neighborhood fabric and cut access to riverfront opportunities.

The highway was built on a solid viaduct, essentially a 120-foot-deep wall at its narrowest point; it stands as tall at 40 feet above the surrounding streets and only has two openings for east-west connections within the neighborhood. As a result, Manchester was divided in two, with the land west of PA 65 becoming known as Chateau and relegated to low-value industrial uses.

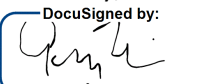
The Urban Redevelopment Authority of Pittsburgh (URA) is the City of Pittsburgh's economic development agency, supporting the City's economic development goals that are designed to create a city of inclusive opportunity for residents, stakeholders, and communities. Our staff have been working closely with MCC, Manchester residents, and other stakeholders on multiple community and economic development efforts, including the 2019 Manchester-Chateau Neighborhood Plan and the 2021 Manchester (Re)united Transit Revitalization Investment District (TRID) study. Both explicitly call for lowering the highway to reestablish one neighborhood with a connected street network.

The Manchester community is ready to see this change happen; already having completed the strategic and tactical planning that position equity at the foundation of future redevelopment efforts. Essential to the success and strength of those efforts is the reconnection of Manchester and Chateau across the PA 65 corridor. In 2020, the City of Pittsburgh received an EPA Greening America's Communities grant, which identified mid-term improvements to two key connections in Manchester-Chateau. And in 2021, Pittsburgh Regional Transit released its long-range plan, which identifies the corridor containing PA 65 and parallel surface streets for future rapid transit service.

This RCP grant will allow MCC, the City of Pittsburgh, the Pennsylvania Department of Transportation, and their many local partners, including the URA, to begin a data- and community-driven exploration of how the PA 65 corridor in Manchester could better serve the people that surround it. While neighborhood residents have a desired outcome, there are many operational, structural, and budgetary considerations that need further study and planning to arrive at a preferred path forward. Therefore, the initial feasibility study and alternatives analysis completed with RCP support will approach the corridor with neutrality.

As such, the URA strongly supports this application for RCP planning grant funds and thanks you for considering this crucial investment in our City. If you have any questions, or would like to discuss this project and its impact further, please contact me at [gflisram@ura.org](mailto:gflisram@ura.org) with a copy to [dgeiger@ura.org](mailto:dgeiger@ura.org).

Sincerely,

DocuSigned by:  
  
Greg Flisram

Executive Director  
Urban Redevelopment Authority of Pittsburgh



CITY OF PITTSBURGH  
**OFFICE OF CITY COUNCIL – DISTRICT ONE**  
COUNCILMAN BOBBY WILSON

October 4, 2022

U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

*RE: Reconnecting Communities Pilot Program*

Secretary Buttigieg:

As Councilman for Pittsburgh’s District 1, representing Pittsburgh’s Northside in City Council, it is with great pleasure that I provide this letter showing my utmost support of the City of Pittsburgh and Manchester Citizens Corporation’s application to the USDOT 2022 Reconnecting Communities Pilot Program. If funded, this project will explore alternative infrastructure options to better connect our communities.

SR-65 is a prominent transportation route running throughout multiple neighborhoods in my District. This major highway, a classic and tragic example of 1960s-era “urban renewal” in Pittsburgh, completely separated a historically significant and primarily Black neighborhood in the City’s Northside neighborhood of Manchester-Chateau.

Reuniting this neighborhood is of great symbolic importance on Pittsburgh’s Northside, which bore the brunt of the ill-conceived experiments that “urban renewal” wrought on the city’s landscape and communities. Symbolism aside, reconnecting this community would also greatly expand the potential for its economic contribution to the southwestern Pennsylvania region. Neighboring low-to-median income communities would also be able to join with a united and greatly strengthened Manchester-Chateau in seeking a greater share of regional economic investment and resources. In short, this community, and the people that call it home here on Pittsburgh’s Northside, stands to benefit greatly from an invitation to participate in this pilot program.

Thank you for your consideration of this application. If you have any questions, please contact my Chief of Staff Mohammed Burny at [mohammed.burny@pittsburghpa.gov](mailto:mohammed.burny@pittsburghpa.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby Wilson".

Bobby Wilson  
Councilman  
City of Pittsburgh, District 1

Reconnecting Communities Pilot (RCP) Discretionary Grant Program FY2022

ii. Key Information Table

<p>Lead applicant name and organization type. (Please select one.)</p>	<p><input type="checkbox"/> State  <input type="checkbox"/> Unit of local government  <input type="checkbox"/> Federally recognized Tribal government  <input type="checkbox"/> Metropolitan Planning Organization  <input type="checkbox"/> Nonprofit organization  <input type="checkbox"/> Facility Owner</p>
<p>If a joint application, please provide organizational names of sub-recipients that will receive funds and other key partners.</p>	
<p>Indicate the annual budget and staffing of lead applicant organization and partner organization(s), if applicable. For non-profits, also indicate how long your organization has been in operation.</p>	
<p>Does the lead applicant have experience delivering Federally funded projects? If yes, please indicate granting Federal agency.</p>	
<p>Application type: (Please select one.)</p>	<p><input type="checkbox"/> Planning Grant  <input type="checkbox"/> Capital Construction Grant</p>
<p>If interested in receiving DOT technical assistance, which of the following topics are of most interest for your organization? (Please select all that apply.)</p>	<p><input type="checkbox"/> Transportation Planning  <input type="checkbox"/> Community Engagement  <input type="checkbox"/> Environmental Compliance and Permit Approvals  <input type="checkbox"/> Equitable Economic Revitalization  <input type="checkbox"/> Place-Making and Urban Design  <input type="checkbox"/> Community Stabilization  <input type="checkbox"/> Data, Performance, and Mapping  <input type="checkbox"/> Location-efficient Affordable Housing  <input type="checkbox"/> Other _____</p>

<p>Eligible Facility Type. (Please select all that apply.)</p>	<p><input type="checkbox"/> Interstate highway  <input type="checkbox"/> State highway  <input type="checkbox"/> Arterial roadway  <input type="checkbox"/> Other street or road  <input type="checkbox"/> Bridge or viaduct  <input type="checkbox"/> Transit  <input type="checkbox"/> Rail  <input type="checkbox"/> Airport  <input type="checkbox"/> Port  <input type="checkbox"/> Gas pipeline  Other infrastructure – <i>please describe</i></p>
<p>Location of eligible facility and project area: State and County, place name of the city, town, or jurisdiction.</p> <p>Provide Census FIPS codes or other geographic code identifiers for the facility location and project area.</p> <p>Provide geographic coordinates for the facility (bounding box comprised of four pairs of coordinates that create a rectangle around the facility).</p>	
<p>Are the eligible facility and project area located in an economically disadvantaged community? See Section H - Definitions. (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>Is the project located in a rural area? See Section H - Definitions. (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>For Capital Construction Grant applicants: Is the lead applicant the Facility Owner? (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>Pre-requisite for Capital Construction Grant applicants: Is the proposed project already included in the STIP, TIP, or equivalent? For transit projects, is the project in the TAM Plan? (Please select one and provide a link or include as a supplemental document.)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No (Please provide additional details in the Project Readiness portion of the application describing how the project will be in such plan by the time of obligation of the award.)</p>



This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	DOT-RCP-FY22-01
Opportunity Title:	Reconnecting Communities Pilot Discretionary Grant Program
Opportunity Package ID:	PKG00277142
CFDA Number:	20.940
CFDA Description:	Reconnecting Communities Pilot (RCP) Discretionary Grant Program
Competition ID:	0001
Competition Title:	Reconnecting Communities Pilot - Planning Grants
Opening Date:	06/30/2022
Closing Date:	10/13/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Faith Hall Grantor E-mail: faith.hall@dot.gov Phone: 202-366-9055

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00983517
Application Filing Name:	City of Pittsburgh + Manchester Citizens Corporation RCP2022
UEI:	MNM2NPJ8GVF3
Organization:	PITTSBURGH, CITY OF
Form Name:	Budget Information for Non-Construction Programs (SF-424A)
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	Oct 10, 2022 12:34:59 PM EDT
Form State:	No Errors

**FORM ACTIONS:**[CHECK FOR ERRORS](#)[SAVE](#)[PRINT](#)

## BUDGET INFORMATION - Non-Construction Programs

## SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Reconnecting Communities Pilot (RCP) Discretionary Grant Program	20.940	\$ 0.00	\$ 0.00	\$ 1,432,000.00	\$ 358,000.00	\$ 1,790,000.00
2.						
3.						
4.						
<b>5. Totals</b>		\$ 0.00	\$ 0.00	\$ 1,432,000.00	\$ 358,000.00	\$ 1,790,000.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	Reconnecting Communities Pilot (RCP) Discretionary Grant Program				
<b>a. Personnel</b>	\$ 120,000.00	\$	\$	\$	\$ 120,000.00
<b>b. Fringe Benefits</b>	0.00				0.00
<b>c. Travel</b>	0.00				0.00
<b>d. Equipment</b>	0.00				0.00
<b>e. Supplies</b>	0.00				0.00
<b>f. Contractual</b>	1,670,000.00				1,670,000.00
<b>g. Construction</b>	0.00				0.00
<b>h. Other</b>	0.00				0.00
<b>i. Total Direct Charges (sum of 6a-6h)</b>	1,790,000.00				\$ 1,790,000.00
<b>j. Indirect Charges</b>					\$
<b>k. TOTALS (sum of 6i and 6j)</b>	\$ 1,790,000.00	\$	\$	\$	\$ 1,790,000.00
<b>7. Program Income</b>	\$	\$	\$	\$	\$

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	Reconnecting Communities Pilot (RCP) Discretionary Grant Program	\$ 152,150.00	\$	\$ 205,850.00	\$ 358,000.00
9.					
10.					
11.					
<b>12. TOTAL (sum of lines 8-11)</b>		\$ 152,150.00	\$	\$ 205,850.00	\$ 358,000.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 844,000.00	\$ 211,000.00	\$ 211,000.00	\$ 211,000.00	\$ 211,000.00
14. Non-Federal	\$ 211,000.00	\$ 52,750.00	\$ 52,750.00	\$ 52,750.00	\$ 52,750.00
<b>15. TOTAL (sum of lines 13 and 14)</b>	\$ 1,055,000.00	\$ 263,750.00	\$ 263,750.00	\$ 263,750.00	\$ 263,750.00

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program		FUTURE FUNDING PERIODS (YEARS)			
		(b)First	(c) Second	(d) Third	(e) Fourth
16.	Reconnecting Communities Pilot (RCP) Discretionary Grant Program	\$ 844,000.00	\$ 588,000.00	\$	\$
17.					
18.					
19.					
<b>20. TOTAL (sum of lines 16 - 19)</b>		\$ 844,000.00	\$ 588,000.00	\$	\$

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges: 1790000	22. Indirect Charges:
23. Remarks:	