

PRIVATIZATION GAMES

URA Files Suspect Development Grant Without Consulting Residents

The Pittsburgh Post-Gazette published an article on August 29, 2015, revealing that one month earlier, on July 31, the Urban Redevelopment Authority of Pittsburgh submitted a \$3 million grant application to the State of PA's Department of Community and Economic Development, for a roadway to be built from the neighborhood of Panther Hollow in Oakland, running through the existing bike/pedestrian Junction Hollow Trail in Schenley Park, and exiting into the neighborhood of Four Mile Run- aka "The Run." The Public/Private Partnership listed in the grant application includes the City of Pittsburgh, the Urban Redevelopment Authority (URA), the University of Pittsburgh and Carnegie Mellon University.

The PG article was a shock to residents of the neighborhoods, who had no prior knowledge of the plan. Furthermore, the URA, after what had to be months of work on a 75-page grant application, involving several city employees and various departments of City government, did not notify The Run's District 5 City Council representative Corey O'Connor, or City Council, before submitting the proposal. When asked about it at a Dec. 7 community meeting, demanded by neighborhood residents, Councilman O'Connor said he "was blind-sided," and had "nasty" conversations behind closed doors for being left out of the loop.

City officials assert the roadway project is needed for the upcoming Almono development, the 178-acre riverside plan for Hazelwood, approximately a mile from The Run. The proposed roadway would be controlled by private entities in order to operate a private transit system linking Oakland to Almono, and (according to sources) would eventually expand citywide, using driverless vehicles to be developed by CMU, Uber and involving other private entities.



Councilman O'Connor represents both Hazelwood and The Run, and has been involved in the planning of the Almono development for several years, starting when he was an aide to State Rep. Michael Doyle.

Upon investigation, residents discovered a 2009 CMU study where the proposed roadway was one of various alternatives to connect Oakland and the Almono site, revealing that City officials have long known of the possibility of this project, yet decided to push the plan through while bypassing the residents and city council. The study mentions a need for an unspecified amount of additional student housing for the two universities.

Many residents of both neighborhoods are adamantly opposed to the roadway project for numerous reasons, including:

- The roadway would forever alter, and possibly erase, the character and integrity of two historic neighborhoods, settled and built by working class immigrants at the start of the 20th century.
- The plan asserts a need for up to 12 shuttles per hour (every 5 minutes) just a few feet from residents' houses, resulting in an exponential increase in noise, traffic and congestion, and with it additional pollution, as well as certain Public Safety issues on quiet residential streets.
- The potential invasion of Park-and-Ride commuters taking over an already insufficient amount of resident parking.
- A route that eliminates a neighborhood basketball court and a great deal of The Run's limited green space--a small parklet where parents and children can enjoy the outdoors, walk their dogs and get together for neighborhood picnics.

There are numerous other concerns, but perhaps most disturbing is that the City/URA and private partners wish to seize public land, using public money, (\$4.2 million minimum budget to start) then turn over that community-owned property and subsequent roadway to private entities, as a start to a citywide, privately owned and operated transit system.

Also, there are several alarming questions raised as to the legality of the grant application itself:

- There were no prior meetings with the two communities before the grant application was submitted, a violation of the Open Meetings Law of Pennsylvania, also known as the "Sunshine Act."
- Although the grant proposal was submitted on July 31, the URA board did not ratify it until August 13.
- Although the University of Pittsburgh is listed as a partner in the application, when contacted about it on October 2, Attorney Paul Supowitz, Vice Chancellor for Community and Governmental Relations, responded:

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This special edition of OPN focuses on the issues of development and gentrification in our city.

Fighting for Public Transit and Equitable Communities

by Molly Nichols and Casy Stelitano

Between 2007 and 2013, the Port Authority of Allegheny County was faced with a severe funding crisis and cut 30% of their service, eliminating over 100 bus routes, laying off hundreds of workers and closing a garage. In just 4 years, fares went up 25%. This story is far too familiar in places across the country. Between 2008 and 2012, 85% of transit systems nationwide cut service or raised fares, due to state and local funding shortages.

The good news is that people are coming together to fight back. And in Pittsburgh, the hard work of transit riders, transit workers, and residents is bearing fruit. Pittsburghers for Public Transit was formed in 2010 as a group of concerned riders and workers that sought to defend and expand public transit. Working closely with the Amalgamated Transit Union as well as commuters and communities; and as part of a statewide coalition, PPT helped secure the passage of the Transportation Bill, Act 89, which prevented further cuts. This was a major, although partial victory. What about all the communities that had already lost their service and had been stranded for years? We were told the money wasn't there to restore their service, and residents were to accept that.

PPT spent the last year and a half supporting and mobilizing communities without adequate bus service. Groveton Village, an Allegheny County Housing Authority property lost its bus in 2011. Many transit dependent residents were forced to walk over a mile to Coraopolis so they could get to the store or catch a bus into town, or to get to their jobs or to the doctor. In Baldwin, residents of Churchview Garden Apts (with 52 affordable housing units), along with many other residents in the neighborhood, had to walk over 2 miles to catch a bus on Brownsville Road.

After over a year of canvassing, planning community meetings, writing letters, speaking at Port Authority and County Council meetings, and marching in the streets, these two communities got their bus service back in September 2015. This victory has had a real effect on people's lives. Darnell Jones of Groveton notes "people can now find jobs and get to the supermarket." Terry Breisinger, a visually impaired Baldwin resident, says "the bus is my life-line" and with restored service "I can take my family to sporting events or shopping without having to rely on anybody else." When people come together, organize themselves, take collective action, and stand up for their rights, they can win big victories.

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Transit Bill of Rights

Public Transit not only provides basic mobility for many in our community, it is also essential urban infrastructure -- just like roads, bridges, tunnels and utilities -- that is crucial to the economic, social and environmental well-being of our region.

We have a right to a public mass transit system that includes:

- 1. Safe, reliable, environmentally sustainable and affordable transit that is accessible to all.**
- 2. Living wages, benefits, safe working conditions and union rights for transit workers.**
- 3. Dedicated and sustainable funding for public transit.**
- 4. Equitable distribution of transit costs with corporations paying their fair share.**
- 5. Transit that meets the needs of each community with no communities left out.**

Join Pittsburghers for Public Transit in affirming the TBR

The “New” East Liberty



By Greg Godels

The catchword is “gentrification”—the popular and relatively benign word for a process of displacement and neglect of poor and minority communities in favor of an urban settler class of young, well-off, and mostly white urban gentry.

It is not something entirely new or original: for over half a century, neglectful displacement has advanced under the even more benign-sounding guise of “urban renewal.”

Nor is it limited to Pittsburgh or other rust belt cities in search of a new identity. New York City, Washington DC, San Francisco, Seattle, and other cities including Tulsa, Oklahoma have been overwhelmed by profit-obsessed developers joined by complicit politicians in ravaging low-income communities.

Like ocean waves, gentrification is washing over the boundaries of older, stable, but economically-challenged neighborhoods throughout the city of Pittsburgh, eroding the fringes of the Hill District, Lawrenceville, the Northside, Garfield, Friendship, North Oakland, Southside slopes and others. Cheap housing stock with character is too alluring to escape exploitation by profit-hungry real estate speculators eagerly waiting for the gentrification waves to reach tsunami proportions. Established, fixed and low-income residents are eased (or forced!) out of neighborhoods or burdened with unsustainable property tax increases.

Notably, the East Liberty neighborhood has been prominent in the gentrification spotlight for two reasons: the breakneck, relentless pace of the displacement of low-income minority residents and the boundless extent of the process.

Ironically, the city fathers had once isolated East Liberty as a kind of Bantustan, choking it off from other neighborhoods and saturating it with public housing. At one point, the development of an ersatz Walnut Street along Ellsworth Avenue—restaurants, bars, galleries, etc.—prompted the powers-that-be to dismantle the Ellsworth Avenue Bridge connecting fashionable Shadyside to East Liberty. Urban legend has it that the bridge was removed and relocated in order to prevent the “Black hordes” from invading Shadyside. Today, a newly installed foot bridge re-establishes that link to the “new,” whiter East Liberty.

With the successful arrival of Whole Foods and the Eastside shopping complex, the boundaries of “safe” Shadyside moved towards the heart of East Liberty. The city authorities kicked the door open further by eliminating pockets of public housing in the neighborhood.

The construction of a gated community, a shopping center, the destruction of a middle school and the arrival of Google paved the way for the explosive growth along the Penn Avenue corridor exemplified today by Walnut Capital’s Legoland luxury dormitories and the puzzlingly named “transportation center.” A frenzied rush to secure East Liberty properties ensued. Businesses that had pioneered in serving the “old” East Liberty were summarily driven out by high rents and terminated leases in order to exploit the gains of the inflated property values and higher rents of the “new” East Liberty.

Even Echo Realty, the owners of the Shady Hill Shopping Center, which enjoyed the business of moderate income and African-American residents of the East End, declined lease renewals to its long standing tenants, presumably to better exploit the East Liberty gentrification boom.

As all of this accelerated, local, and state politicians and their foundation partners eagerly encouraged these developments with buckets of public money, tax breaks, and infrastructure assistance. It is no exaggeration to say that they were totally oblivious to this toxic interaction of

private greed with the realities of race and class.

It was left to a handful of local activists to jar the establishment—the cheerleaders of gentrification—from their smug complacency. When the owner of the Penn Plaza apartments—a large complex of affordable housing in East Liberty—decided to pitch its tenants into the streets to take advantage of the opportunities afforded by the ‘new’ East Liberty, the activists and the tenants organized a righteous fight back. The local phony “progressive” politicians scrambled to address their newly discovered problem of urban displacement. They were caught in the embarrassment of seeing no problem and having no solution.

It is somewhat unfair to blame the “cleansing” of East Liberty on the urban gentry displacing African-Americans and the poor; they may be privileged and naïve, but they did not enable or fuel the wholesale “whitewash” of the neighborhood. Even the developers who descended upon East Liberty like locusts are not completely at fault; after all, like all predators, it is their nature to be aggressive and greedy.

But the elected officials and appointed authorities and the foundation wise-men and wise-women who pretend to look after the affairs of ALL of the residents of the city are accountable for these injustices.

The residents of all the city’s neighborhoods must join the fight to keep their communities intact. Reflecting on the early career of one of the Presidential candidates, Simon Head, writing recently for the New York Review of Books, cited the “cardinal rule of taking on the city’s dominant business interests and their allies in City Hall with a program that [is]... radical and progressive: curbing real estate development at the city center and providing ample public space there... building affordable housing; keeping out the mega-retailers and creating neighborhood associations as participants in city planning decisions.”

We desperately need a similar strategy in Pittsburgh.

For more information on the issues affecting Pittsburgh: thatspittsburghwithanh.wordpress.com

Housing Crisis Impacts Hill District Residents

By Carl Redwood

In Pittsburgh there is an affordable housing crisis, which is most severely impacting families and households with very low and extremely low incomes. Black families are being forced out of the city in large numbers because of their lack of affordable housing options. Over the last four decades, politicians have promised a city that would be economically and racially diverse. But the administration policies of one Mayor after another has accelerated existing class and race-based inequities.

Some call Pittsburgh the most livable city in the United States, but it is also the place where Black people rank second from the bottom for economic opportunity, and the current policy of “redevelopment” is resulting in the forced migration of black people from Pittsburgh to the suburbs. Public housing complexes have been demolished, project-based Section 8 units are at risk of termination, and unemployment continues to skyrocket in many parts of the city. In 1980 there were 100,000 Black people in Pittsburgh, but in 2010 that number fell to 80,000 Black residents. What exactly happened?

Part of the explanation is in the removal of public housing opportunities. The Addison Terrace complex was demolished, displacing over 400 families. At St. Clair Village, 900 families lost their homes and at Arlington Heights, 31 buildings full of families were removed and the people who are forced out can’t find alternate affordable housing within city limits.

The City of Pittsburgh receives federal government funding through Community Development Block Grants (CDBG) and has a duty as a recipient of those funds to further fair housing choices. The City’s Affirmatively Furthering Fair Housing obligation includes the duty to provide opportunities for inclusive patterns of housing occupancy regardless of race, and extends to all of the City’s housing activities.

Zoning and other land use laws also have a major influence on housing, as these regulations govern where housing can be built, the type of housing that is allowed, the form it takes and many other factors. Land use regulations can directly or indirectly affect the cost of developing housing, making it harder or easier to accommodate

affordable housing. It is unusual that zoning ordinances are written to openly discriminate, but in many cases, the unintended consequences of certain regulations are to limit housing choices, or otherwise reduce opportunities for fair and affordable housing.

There are two Pittsburghs: One receives huge subsidies to support high income luxury housing and private profits, while the other Pittsburgh is being forced out as the cost of living increases, and is forcing Black people and people with low incomes to the outskirts. The housing affordability and displacement crisis continues to spread through the City’s land use policy and is now impacting both low income and middle income residents, tenants and homeowners. With the bottom line result of ever increasing rents that become too damn high while suppressed wages become too damn low.

The struggle over controlling rents in the Lower Hill is just one battle in the larger fight to secure safe, decent and affordable homes for all families. And it’s not just happening here in Pittsburgh.

For more information visit www.homesforall.org.

Carl Redwood has worked on the issues of displacement for many years and is a member of the Hill District Consensus Group.



According to a May 6, 2015 article published in the Post Gazette, there is a shortage of 21,000 homes in Pittsburgh that are affordable for families of four whose income is at \$24,000, 30% of the areas median income for a family of that size.

Petition for Lower Hill Homes

Mayor Peduto: We need you to support the Hill District Community Plan which requires that 30% of rental units in the Lower Hill are to be affordable to households whose income is 50% or less of the area median income. You can stop the current city policy of gentrification and the displacement of Black people from the City. You can begin to reverse this trend and take a small step to begin to repair the damage that has been done to Black families.

Take a Stand! Support the Community Plan!
Please add your name to the Lower Hill petition at:

<http://start2.occupyyourhomes.org/p/lowerhillhomes>

Preserving the Soul of Pittsburgh



By Ray Gerard

Increasingly, concerned groups are pointing out that Pittsburgh's development policies are having hugely negative effects on the very neighborhoods they're supposedly developing. People are being priced out of their homes, evicted from their apartments, and made to feel unwelcome in their own neighborhoods. Project after project is aimed toward the very wealthiest shoppers and residents. The dividends of all this development have lined the pockets of developers and companies, with very little trickling down to neighborhood residents and increasing the economic and racial disparities of our city. We may have come to a crossroads where these policies are threatening not just the areas that are under development, but the character of the city itself, and everything that has earned us recognition as America's most livable city—a city for everyone, not just the wealthy.

We've all seen what careless development has done to the neighborhoods of the lower Hill District and East Liberty. These plans were made with little input from the neighborhoods or understanding of the long-term impact they would have on their working-class residents. Now a partnership of private entities, with the cooperation of city government, seem to have been caught conspiring to privatize and radically change two more of the City's historic neighborhoods without the input of residents: Panther Hollow and The Run.

The URA proposed private roadway project – the Oakland Transit Connector – is an attempt to link the Oakland-based universities with the as-yet-to-be-built Almono development, where CMU and Pitt plan to house an unspecified amount of new students on untaxable property. Questions repeatedly asked by neighborhood residents to both city and university representatives in person and by email, inquiring what exactly is being planned for and ultimately built on the 178 acres, have gone unanswered. What has been asserted though, is that the proposed roadway is essential to “service” the Almono development.

If the project is so important that two more of Pittsburgh's working-class neighborhoods are to be sacrificed, residents have every right to know what the plans entail, and to have a voice in them. So, why the secrecy?

And this public/private partnership seems to have gone to considerable trouble to avoid public notice. It has filed for millions of public grant money without resident approval, and has bypassed city council. Furthermore, information from city sources reveal a long-term vision of implementing a private transit system throughout the city, a pattern of “revitalization” seen in other cities such as San Francisco and Seattle, where private entities partner with government officials to transfer community-owned property and assets to private interests.

Furthermore, pushing a privately-run shuttle service built with public money, while Pittsburgh and surrounding areas watch their publicly-owned transit system's funds slashed and many working-class areas underserved, seems especially unscrupulous. An expanding private shuttle system could mean the elimination of even more family-supporting jobs, as the drivers may be replaced by those hired by private companies, with low pay and no benefits. There's even

talk of using driverless vehicles for this shuttle service, ultimately eliminating jobs altogether.

The neighborhoods squarely in the sights of these development plans have a long history—as well as a long history of being ignored. For example, The Run was settled in the early 20th century by Carpatho Rusyn immigrants who worked in the immediately surrounding steel mills and factories. The area has suffered catastrophic flooding since its founding. For instance, in 2009, cars were recorded floating down the main street as well as underwater, and storm water geysers shot up from underground sewers, resulting in major damage to a large section of the neighborhood. Some residents' basements filled with enough storm and waste water to overflow into their first floor living areas. There are residents who must pay out-of-pocket for new furnaces, hot water tanks, washers and dryers etc., because they cannot get flood insurance. Residents have repeatedly been told by City officials there is no money for flood prevention work, or to fix crumbling streets that have not been paved in 33 years. At a Dec. 7 community meeting with city officials, longtime resident and community leader Ellen Gula shared that “Our patches have patches.”

Pittsburgh is a city of immigrants and a city of neighborhoods. But history shows the trend is to neglect less affluent neighborhoods for many years, then force enormous multi-million dollar makeovers, paid for by the public, in the name of “economic development and job creation.” These development plans tend to benefit major corporations, land developers, real estate titans and non-taxable private entities rather than the residents.

The unregulated overdevelopment and corporate welfare handouts we've seen over decades is destroying the very qualities that have earned us the name of “most livable city.” The privatization of public property, sabotage of public transit, and ongoing replacement of good paying jobs with part-time minimum wage positions continues to create a growing underclass with no voice in our government, while bulldozing over the cultural heritage and history of each “redeveloped” neighborhood, pushing out long-time resident working class families, and ushering in city-wide gentrification.

Pittsburgh is in danger of losing not only its working-class character, affordable housing and historic neighborhoods; it's veering dangerously close to losing its soul.

Readers/supporters are urged to call and write our City officials and demand a stop to development activities and that they give full accounting of their plans. More information on this urgent issue can be found at: www.savepantherhollow.com and opnnews.org

Mayor William Peduto-412-255-2626
District 5 Councilman Corey O'Connor-412-255-8965
District 3 Councilman Bruce Krause-412-255-2130
The Urban Redevelopment Authority- Director Robert Rubenstein-412-255-6663



Resident and community leader Tom D'Andrea giving a presentation about the on-going flooding issues in the neighborhood of Four Mile Run at a December 7 meeting with City officials. City Planning Director Ray Gastil is seated at right. -photo by Tom Jefferson

URA Files Grant *continued from page one*

“... the University has not been involved in any discussions about the roadway project. We first learned of the URA's application to the Commonwealth for funding when the article appeared in the Post-Gazette several weeks ago.” This seems an odd response from the head of a major University who is listed as a partner in the project. Which raises the question of who at the University conducted negotiations with the URA? It should be noted that UPMC is a tax-free entity that already runs a private shuttle service for its employees.

- The application states: “The land for this project is owned by the City of Pittsburgh,” but at a December 7 community meeting, the city's presentation for the plan revealed that the roadway would traverse through part of a parking lot and adjacent hillside in Panther Hollow owned by Pitt, as well as railroad property. Additionally, in a Nov. 3 Tribune Review article, Kevin Acklin, URA board chair and Chief of Staff to Mayor Peduto, stated the City may need court approval, as part of the proposed route is land that sits in Schenley Park, deeded to all the people of Pittsburgh in perpetuity.
- On November 30, after a right-to-know request was made about the plan, the URA sent residents a copy of the grant application which contained missing pages. However, on November 18, residents had received the application filed with the DCED which had documents in it that were not part of the copy given to residents from URA Attorney Nathan Clark, which means there are two versions of the grant application-- one submitted to the State of PA and the other given to neighborhood residents, although missing crucial information and months after the URA filed the State of PA version.

Some information in the missing documents includes:

- Funds for the project would include \$200,000 in federal funds; however, there is no documentation from federal officials that those funds were approved.
- A letter contained as part of the proposal states that in the \$1.2 million in funding from City/URA/Almono LP, Mayor Peduto will be “committing \$400,000 in the 2017 budget for construction of this project,” but the budget is one year away and City Council must approve this amount.
- URA Board Chair Kevin Acklin also submitted a letter dated September 1, 2015 to the DCED stating: “The URA will be committing \$400,000 from our Major Projects budget to be used for the construction of this project.” But the URA board minutes for September, October and November 2015 contain no approval made for the funds.
- The proposal given to the press and residents include an over-the-railroad-tracks bridge to Panther Hollow lake for access by joggers and bicyclists. The current pathways to the lake were recently abruptly cut off by the railroads, but this amenity as well as much needed flood prevention work included in the public version grant application was eliminated from the URA budget for the project. There are additional inconsistencies involved in the grant application as well as in statements made to the press versus residents by city officials.

Contained in the URA proposal, and signed by Executive Director of the URA Robert Rubenstein, is a section stating that the act of knowingly making a false statement or overvaluing a security to obtain a grant and/or loan from the Commonwealth of Pennsylvania may be subject to criminal prosecution.

On December 14, a letter to Allegheny County District Attorney Stephen Zappala Jr. was hand delivered from a Panther Hollow resident requesting an investigation into this matter.

Questions about this article, or citizens wishing to share information on this developing story can be sent to: opnnews@gmail.com

More information can be found at www.savepantherhollow.com and opnnews.org

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Fighting for Public Transit continued from page one

However, there are still many communities without adequate transit service. PPT is currently supporting residents in Garfield Heights for weekend service on the 89, in Penn Hills for midday service along Mt. Carmel Road, and in the North hills for service on Perry Highway to CCAC North and the Northland Public library. These communities engaged in very active campaigns and submitted close to 1000 requests to Port Authority, who is now evaluating requests according to a set of criteria that considers the importance of equity. In May, they will announce their service changes. We are keeping up the pressure until then, but we know communities throughout our region will still be left without adequate transit service.

While we should continue to fight to secure more funding for Port Authority so they can provide adequate transit to all who need it, we also need to make sure land use planning and development aren't relegating people to remote areas where even if there is transit service, the ride is too long, requires transfers, or is inconvenient for people who need to get to their jobs, to the doctor or places of worship, or to shop for groceries, attend church services, or to visit friends and family. For example, in Hulton Arbors, an apartment complex in Penn Hills with almost 80 units of Section 8 housing, a single mother is unable to take a job because the only bus that comes out in the morning arrives before her children get picked up for school. She wants to work but her lack of transportation makes it too difficult, if not impossible, to access employment.

With the increasing trend of development within the city of Pittsburgh and with it, ever increasing rents, more and more people are being pushed out of the city and into the suburbs. Developers are more interested in being near transit lines, and ultimately develop land in those areas benefitting from special tax structures put in place to help fund the transit infrastructure. The cost of land and housing goes up because of the perk to be near transit. But just like what's happening in DC, the population of black residents living near metro stops is decreasing while the population of white residents living near metro stops

is increasing. In the "Eastside Bond" apartments that are right next to the East Liberty Transit Center, there isn't a single unit of affordable housing. An efficiency apartment is \$1100 per month minimum. A 1-bedroom apartment is \$1600 and a 2-bedroom costs between \$2400 and a whopping \$3600 dollars per month. This is a glaring example of the failures of a purely "market driven economy." The market determines what rates apartments will go for, and the long-time residents of the community are ultimately pushed out. The residents of Penn Plaza in East Liberty were evicted at the end of February. Some have found new homes, but many were just temporarily re-located and will have to move again. Where will the residents go and where will they be able to find housing that they can afford? Most likely, the result is they'll be forced to move into areas far away with limited or no transit access. They may be forced to buy a car, which costs many thousands more per year than riding a bus, or become dependent on asking for rides, using jitneys, or end up not taking a job, or seeing their families, or attending church services. They become "prisoners in their own homes."

Any "transit oriented development" (TOD) in our region should be equitable, and PPT is prepared to fight for this. Currently, Port Authority is working on TOD along the T in the South Hills, and none of those plans include a single unit of affordable housing. We need to ensure that the existing infrastructure, especially the busways and the T are accessible to the people who need it the most. Otherwise, it hurts the agency itself. Low-income people are less likely to own cars, so they rely more heavily on transit. When they get pushed out from areas with solid transit service, Port Authority loses ridership. Then the agency has to pay more to provide service out to remote areas. PPT is working to ensure all new transit projects and developments, for example in Uptown and Hazelwood, don't have a negative impact on current residents and transit riders. If you'd like to join us in this fight, check out our website:

www.pittsburghforpublictransit.org

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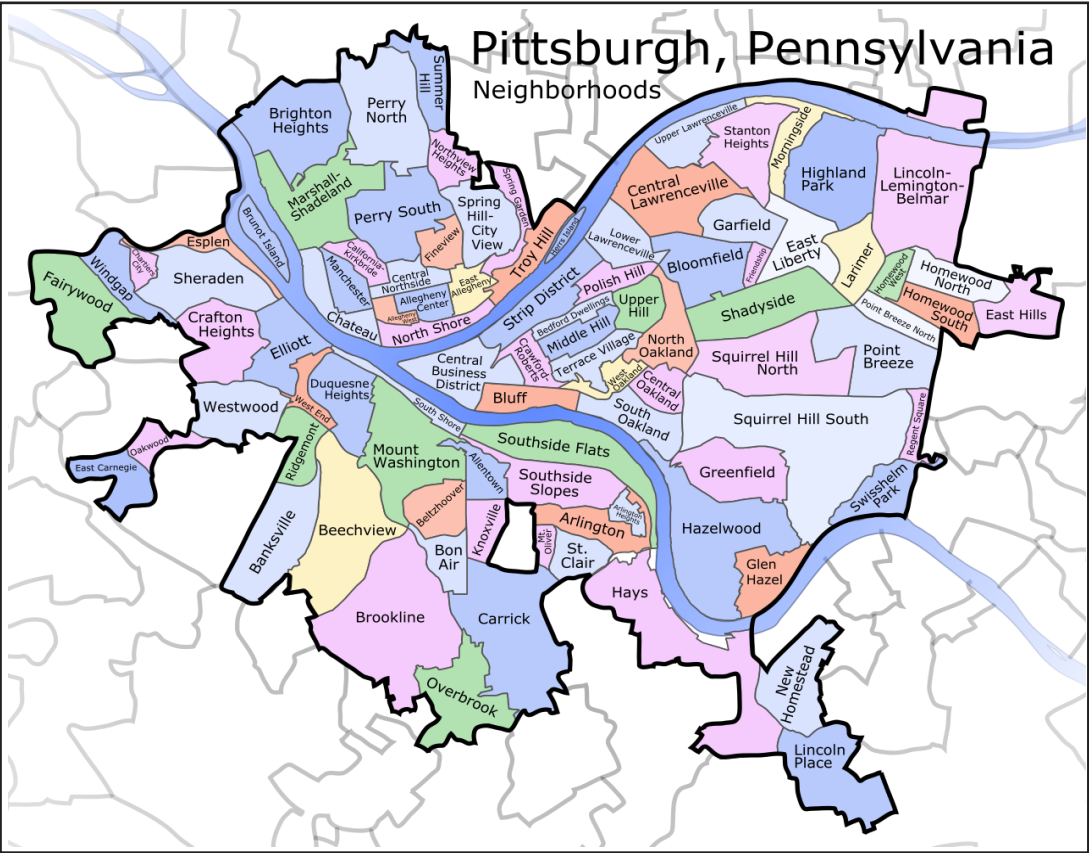
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Justice Black - New York Times v United States, 403 U.S. 713 (1971)

Mike Check Says:

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General Membership Meeting
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5 Gateway Center-Downtown Pittsburgh
www.fightbackpittsburgh.org

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OPN is committed to serving, informing and educating the 99% of the greater Pittsburgh area.

By fulfilling this mission, OPN can influence public debate and contribute locally to the international goal of economic and social justice for all.

Contact /Submissions:
opnnews@gmail.com

OPN is: Kate Angell
Jeff Cech
Ray Gerard
Tom Jefferson

Photographs:
Tom Jefferson

Design/Illustrations::
Ray Gerard

Contributing Writers:
Greg Godels
Carl Redwood
Molly Nichols
Casy Stelitano

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