OVERVIEW

Philadelphia Regional Port Authority
2015 KEY HIGHLIGHTS

6th Consecutive years of sustained growth

Channel deepening continues
• PRPA management on track
• New deeper main channel to be completed by 2017
• New Panama Canal to open June 2016

Successful re-tooling of the Tioga Marine Terminal
• Base customer volume growing
• New customers show strong interest

Southport: Fall 2015 RFQ – Spring 2016 RFP
• PRPA has invested approx. $30 million on site prep work

PRPA hits record volumes in import car volumes
• Add’l OEM’s showing interest

SeaLand
• Mexico – Veracruz – Altamira
• Two Central/South American services (NAE & SAE)

NYK/Yang Ming
• East Coast/South America

CMA-CGM
• Columbia & Caribbean

New paper customer at Piers 38 & 40
• 70,000 MT – 12 ships
OUR MISSION, OUR GOAL

Philadelphia Regional Port Authority

The enhancement of waterborne trade and commerce to generate activity that will maximize port-related employment and revenues

To promote the use of the Philadelphia regional port system by Pennsylvania-based industries

To manage port infrastructure, maintenance, and facility development
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OVERVIEW

Philadelphia Regional Port Authority

A “Landlord” Port

11 Leases with Private Terminal Operators

Container, Bulk and Breakbulk Facilities

14 Deep Water Berths (up to 42’)

Covered Storage of 4,400,000 sq. ft. including 1,000,000 sq. ft. temperature-controlled
PRPA FACILITIES

- Piers 38 & 40
- Philadelphia Forest Products Center
- Pier 82
- Pier 84
- Piers 96, 98 and 100
- Packer Avenue Marine Terminal
- Pier 122
- Pier 124
- Southport Marine Terminal
- Philadelphia Auto Processing Facility
- CSX Intermodal Greenwich Yard
- Conrail Loop
- Norfolk Southern Intermodal
- Tioga Marine Terminal
- PRPA Administration Building
- 3200 E. Tioga Street
- Tioga Liquid Bulk Terminal (Kinder Morgan)
- Philadelphia Wholesale Produce Market
- PRPA Parking Lot (on Essington Avenue)

Philadelphia Regional Port Authority Facilities

16 Facilities
1,000 Acres of Property
PRPA FACILITIES

- Tioga Liquid Bulk Terminal (Kinder Morgan)
- PRPA Admin Building
- Tioga Marine Terminal
- 3200 E. Tioga Street
- PRPA Lot on Essington Avenue
- Philadelphia Wholesale Produce Market
<table>
<thead>
<tr>
<th>Summary Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1,019</strong></td>
<td>Total Vessels Annually</td>
</tr>
<tr>
<td><strong>6,092,787</strong></td>
<td>Metric Tons</td>
</tr>
<tr>
<td><strong>3,888</strong></td>
<td>Direct Jobs</td>
</tr>
<tr>
<td><strong>13,102</strong></td>
<td>Total Jobs</td>
</tr>
<tr>
<td><strong>$86.2 million</strong></td>
<td>State &amp; Local Taxes</td>
</tr>
</tbody>
</table>

**WATERBORNE CARGO – 2015**

*Philadelphia Regional Port Authority*
## WATERBORNE CARGO - 2015

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units/Tonnage</th>
<th>Port Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Container</td>
<td>427,630 TEUs, 2,930,050 MT</td>
<td>17&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
<tr>
<td>Auto (Ro/Ro)</td>
<td>155,745 Units</td>
<td>16&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
<tr>
<td>Forest Products (BB)</td>
<td>778,271 MT</td>
<td>9&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
<tr>
<td>Fruit (BB)</td>
<td>268,319 MT</td>
<td>20&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
<tr>
<td>Cocoa Beans</td>
<td>103,121 MT</td>
<td>n/a</td>
</tr>
<tr>
<td>Steel (BB)</td>
<td>423,321 MT</td>
<td>22&lt;sup&gt;nd&lt;/sup&gt;</td>
</tr>
<tr>
<td>Liquid Bulk</td>
<td>1,331,722 MT</td>
<td>8&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

*Among U.S. Ports

Ro/Ro= Roll on / Roll off
BB= Breakbulk
CONTAINERS

By the numbers:

- Vessels Annually: 381
- Direct Jobs: 1,763
- State & Local Taxes: $30.9 million
- Total Jobs: 5,087

<table>
<thead>
<tr>
<th>Containers</th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Containers (TEUs)</td>
<td>272,824</td>
<td>427,630</td>
<td>56.74%</td>
</tr>
<tr>
<td>Containers (Metric Tonnage)</td>
<td>1,860,097</td>
<td>2,930,050</td>
<td>57.52%</td>
</tr>
</tbody>
</table>

Shipping Lines
- Hamburg Sud
- Maersk
- Hapag Lloyd
- MSC
- Alianca
- CMA-CGM
- CSAV
- NYK
- Yang Ming
- SeaLand
- APL
- Marfet

Countries
- Argentina
- Australia
- China
- Colombia
- Bahamas
- Chile
- Brazil
- New Zealand
- Panama
- Belgium
- England
- Jamaica
- Ecuador
- Germany
- Netherlands
- Tahiti
- Mexico
- Costa Rica
- Guatemala
- Honduras
- France
- Fiji
- New Caledonia

Terminal(s)
- Packer Avenue Marine Terminal
**AUTOS Ro/Ro**

**By the numbers:**

- Vessels Annually: **113**
- Direct Jobs: **335**
- State & Local Taxes: **$8.2 million**
- Total Jobs: **1,209**

**Shipping Lines**
- Eukor
- Auto Lines

**Countries**
- Korea

**Autos**

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto (Units)</td>
<td>68,876</td>
<td>155,745</td>
<td><strong>126.12%</strong></td>
</tr>
<tr>
<td>Auto (Metric Tonnage)</td>
<td>77,350</td>
<td>231,016</td>
<td><strong>198.66%</strong></td>
</tr>
</tbody>
</table>

**Terminals**
- Packer Avenue Marine Terminal
- Auto Processing Facility
- Auxiliary Acreage at Southport
By the numbers:

- Vessels Annually: 59
- Direct Jobs: 722
- State & Local Taxes: $20 million
- Total Jobs: 2,874

<table>
<thead>
<tr>
<th>Forest Products</th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metric Tonnage</td>
<td>389,060</td>
<td>778,271</td>
<td>100.04%</td>
</tr>
</tbody>
</table>

Shipping Lines
- Gearbulk
- Fibria
- Pan-Ocean
- Saga-Welco
- Spliethoff
- Wagonborg

Countries
- Germany
- Finland
- Sweden
- Belgium
- Norway
- Brazil

Terminal(s)
- Forest Products Distribution Center
- Tioga Marine Terminal
FRUIT Breakbulk

By the numbers:

- Vessels Annually: 52
- Direct Jobs: 232
- State & Local Taxes: $6.8 million
- Total Jobs: 954

<table>
<thead>
<tr>
<th>Fruit</th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metric Tonnage</td>
<td>308,010</td>
<td>268,319</td>
<td>-12.89%</td>
</tr>
</tbody>
</table>

Shipping Lines
- Isabella Shipping

Countries
- Colombia
- Costa Rica

Terminal(s)
- Pier 82
Cocoa 2010 2015 % Change

Metric Tonnage 97,492 103,121 5.77%

By the numbers:

Vessels Annually: 11
Direct Jobs: 89
State & Local Taxes: $2.6 million
Total Jobs: 367

COCOA BEANS Breakbulk

Shipping Lines
• Unicargo Shipping
• Spliethoff
• and Breakbulk/charter vessels

Countries
• Ghana
• Ivory Coast

Terminal(s)
• Pier 84
STEEL  Breakbulk

By the numbers:

- Vessels Annually: 59
- Direct Jobs: 393
- State & Local Taxes: $10.9 million
- Total Jobs: 1,563

Steel

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metric Tonnage</td>
<td>172,028</td>
<td>423,321</td>
<td>146.08%</td>
</tr>
</tbody>
</table>

Shipping Lines

- BBC
- Rickmers
- Westerbulk
- Chiplebrook
- Pan Ocean
- Pacific Basin
- Toko Line
- SK Shipping

Countries

- Argentina
- China
- Brazil
- Belgium
- Germany
- Netherlands
- France

Terminal(s)

- Packer Avenue Marine Terminal
- Tioga Marine Terminal
LIQUID BULK

By the numbers:

- Vessels Annually: 344
- Direct Jobs: 329
- State & Local Taxes: $6.1 million
- Total Jobs: 949

<table>
<thead>
<tr>
<th>Liquid Bulk</th>
<th>2010</th>
<th>2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metric Tonnage</td>
<td>676,491</td>
<td>1,331,722</td>
<td>96.86%</td>
</tr>
</tbody>
</table>

Shipping Lines
- Ace Quantum Chemical Tankers CV
- Hansa Line Co.
- Stolt Nieslon

Countries
- China
- Belgium
- Egypt
- France
- Greece
- Mexico
- Netherlands
- Norway

Terminal(s)
- Pier 124
- Tioga Liquid Bulk Terminal
# MAIN CHANNEL DEEPENING

*Delaware River Main Channel Deepening to 45 Feet*

## Project Details

<table>
<thead>
<tr>
<th></th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Depth vs. Future Depth</strong></td>
<td>40 Feet to be deepened to 45 Feet*</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td>103 Miles</td>
</tr>
<tr>
<td><strong>Cost Estimate</strong></td>
<td>$392 million</td>
</tr>
<tr>
<td><strong>Material</strong></td>
<td>16 million cubic yards of dredge materials</td>
</tr>
<tr>
<td><strong>Duration</strong></td>
<td>7 years</td>
</tr>
<tr>
<td><strong>Progress</strong></td>
<td>85% Complete</td>
</tr>
<tr>
<td><strong>Expected Completion</strong></td>
<td>2017</td>
</tr>
</tbody>
</table>

*The Delaware River has a 6 foot (1.83 meter) tide*
Three sites located at the Southport Marine Terminal Complex

<table>
<thead>
<tr>
<th>Site</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site 1</td>
<td>Southport Marine Terminal</td>
</tr>
<tr>
<td>Site 2</td>
<td>Southport West</td>
</tr>
<tr>
<td>Site 3</td>
<td>Pier 124 North Berth</td>
</tr>
</tbody>
</table>

Public-Private Partnership

(i) Design and Build industrial/commercial revenue-generating facilities on the Southport Sites;

(ii) Finance all or substantial portion of the initial capital costs of the Project through private equity and debt and use revenues to fund the O&M period

(iii) Operate and maintain the facilities (including all lifecycle work) under a long-term leased-based contract.

The Southport Marine Terminal Complex will be the first major expansion of the Port of Philadelphia in over 40 years.

The Project is located in Philadelphia, Pennsylvania, (shown above) in the context of the greater Northeast Region.
SOUTHPORT MARINE TERMINAL

Expected Timeline

- **Release of RFQ**: September 23, 2015
- **Issuance of RFP to Short-list Respondents**: January 2016
- **Announcement of Short-list Respondents**: February 29, 2016
- **Developer(s) Selected**: 4th Quarter 2016
- **Construction Commencement**: Year 2017

*Expected Timeline for Southport Marine Terminal Development*
**SOUTHPORT MARINE TERMINAL**

*Shortlisted Respondents*

<table>
<thead>
<tr>
<th>All Shortlisted Respondents</th>
<th>Shortlisted Respondents for Site 1:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CenterPoint Properties</td>
<td><strong>CenterPoint Properties</strong> – Development of Ro/Ro, warehousing and other cargo port</td>
</tr>
<tr>
<td>Liberty Consortium</td>
<td><strong>Liberty Consortium</strong> – Development of a 500,000 TEU container port.</td>
</tr>
<tr>
<td>Southport Development Group</td>
<td><strong>Southport Development Group</strong> - Development of container port.</td>
</tr>
<tr>
<td>USD Group, LLC</td>
<td><strong>USD Group, LLC</strong> - 30 acres of bulk product processing facilities including conveyor, mechanical stacking equipment and bulk storage 45 acres auto storage facility</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shortlisted Respondents for Site 2:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CenterPoint Properties</td>
</tr>
<tr>
<td>Liberty Property Solutions</td>
</tr>
<tr>
<td>Southport Development Group</td>
</tr>
<tr>
<td>USD Group, LLC</td>
</tr>
</tbody>
</table>
Packer Avenue Marine Terminal

Possible Improvements to Handle Growth:

- Wharf Improvement to accommodate 45 depth
- Electric terminal improvements
- Crane infrastructure improvements
- (4) New cranes/convert (2) old cranes to electric
- Removal of warehouses
- Yard Densification
Pier 124

- Barge operation fully utilizes leased area
- A potential expansion via ship is being explored in conjunction with tenant at Pier 122

Pier 122

- Operations to commence in August 2016 Breakbulk – Fertilizer and Road Salt
- Planned expansion Auto Export
- Planned expansion BioDiesel
Auto Processing Facility

- Potential to capture Mexico Business
- Potential to capture Canadian Business
- **Expanded footprint required:** Over 250 acres of autos in Philadelphia at this point over several locations
- **Requirements:** Pier 122 ideal due to proximity to rail

Pier 84

- Cocoa Beans
- If there was close access to 500,000-square-feet of near-dock warehouse space available, competitive efficiency could be improved by relocating warehousing operations from NJ to PA
Tioga Marine Terminal

- Retooling successful
- Additional warehouse improvements required for new wood pulp
- New warehouse to handle increasing steel business
- Potential for auto business due to volume at port
- Potential for LNG-related facility to support PGW effort

Tioga Liquid Bulk Terminal

- Berth enhancements for larger vessels
<table>
<thead>
<tr>
<th></th>
<th>FY16 Total BUD</th>
<th>FY 16 Projected Actual</th>
<th>FY16 proj.-act. Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating/Other Revenue</td>
<td>11,365,819</td>
<td>11,730,212</td>
<td>364,393</td>
</tr>
<tr>
<td>Personnel</td>
<td>8,293,381</td>
<td>8,118,551</td>
<td>(174,830)</td>
</tr>
<tr>
<td>Departmental</td>
<td>1,275,929</td>
<td>1,121,342</td>
<td>(154,587)</td>
</tr>
<tr>
<td>Utilities/Insurance/Loan</td>
<td>1,921,711</td>
<td>1,867,458</td>
<td>(54,253)</td>
</tr>
<tr>
<td>Professional/Legal</td>
<td>1,884,132</td>
<td>1,108,076</td>
<td>(776,056)</td>
</tr>
<tr>
<td>Contractual/Equipment</td>
<td>2,013,445</td>
<td>1,548,879</td>
<td>(464,566)</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>15,388,598</strong></td>
<td><strong>13,764,306</strong></td>
<td><strong>(1,624,292)</strong></td>
</tr>
<tr>
<td>Net (loss)/gain</td>
<td>(4,022,779)</td>
<td>(2,034,094)</td>
<td>1,988,685</td>
</tr>
<tr>
<td>PA Appropriation</td>
<td>3,221,894</td>
<td>3,121,894</td>
<td>(100,000)</td>
</tr>
<tr>
<td>Beginning cash</td>
<td>3,151,639</td>
<td>2,885,561</td>
<td>(266,078)</td>
</tr>
<tr>
<td><strong>Ending cash</strong></td>
<td><strong>2,350,754</strong></td>
<td><strong>3,973,361</strong></td>
<td><strong>1,622,607</strong></td>
</tr>
</tbody>
</table>
PRPA CAPITAL PROJECTS BY TYPE (FY 10-15)
($322 Million)

Channel Deepening
$97,830,380
30%

Development
$59,892,543
19%

Maintenance
$165,193,769
51%
PRPA DEFERRED MAINTENANCE (FY 10-15)

($165 Million)

- Marine: $74,285,161 (45%)
- Paving: $18,583,459 (11%)
- Roof: $15,881,514 (10%)
- Sprinkler: $25,213,875 (15%)
- Landside/Other: $16,383,009 (10%)
- Maintenance Dredging: $14,846,752 (9%)

($165 Million)
STRATEGIC INITIATIVES

Philadelphia Regional Port Authority
EXECUTIVE DIRECTOR SEARCH

Philadelphia Regional Port Authority
## Procurement Timeline

- **October 2015:**
  Issuance of RFP to select executive search firm

- **February 2016:**
  Notice to proceed issued by Boyden – Global Search Firm

## Boyden’s 90-Day Search Timeline

<table>
<thead>
<tr>
<th>Week</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Week 1</td>
<td>Kick off meeting to develop selection strategy</td>
</tr>
<tr>
<td>Weeks 7-8</td>
<td>Shortlist of candidates</td>
</tr>
<tr>
<td>Weeks 9-12</td>
<td>Interviews and presentation of candidate reports</td>
</tr>
<tr>
<td>Mid-June</td>
<td>Selection of new CEO</td>
</tr>
</tbody>
</table>
Phase I
  • Existing conditions assessment: **Completed**

Phase II
  • Strategic Business Plan: **March – July 2016**
  • DVRPC Outreach Meeting: **April 19th**

Phase III
  • Capital Investment Plan: **Beginning Fall 2016**
New Policy – *fully implemented*.

- Mandatory **20%** of total contract value
- Must include **two** of the following categories:
  1. Minority
  2. Women
  3. Veteran and Service Disabled Veterans
  4. LGBT

Shift from aspiration goal to contractual obligation with monetary penalties
PROCUREMENT PRACTICES

Philadelphia Regional Port Authority
PROCUREMENT STRUCTURE

Request for proposals bidding schedule:

- Commonwealth Procurement Code
- PRPA Act
- Board – Contracting, Procurement and Leasing Policies

Methods of Procurement:

- Small purchase
- Sole source
- Invitations to bids
- Requests for Proposals
- Emergency procurements
Procurement applies to:

- Goods
- Services
- Construction projects

Approaching $300 million in contracting for supplies, services and construction projects.
ADDRESSING STRUCTURAL CHALLENGES
## PRPA CURRENT 5-YEAR DEFERRED MAINTENANCE PLAN

<table>
<thead>
<tr>
<th>Project</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance Dredging</td>
<td>8,000</td>
<td>6,000</td>
<td>6,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>Project Design/Planning</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Pier marine repairs (38 -100)</td>
<td>4,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 82 Roof</td>
<td>4,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 78 Annex Roof</td>
<td>4,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 78 Interior paving</td>
<td>1,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAB/Maintenance building</td>
<td>1,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Building 7 Metal Roof</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 82 dock levelers</td>
<td>250</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TMT Sheet Pile Repair</td>
<td>1,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Final Bollard Replacement</td>
<td>2,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Bldg 1A South Wall repairs</td>
<td>550</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Fendering</td>
<td>3,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 98 Annex Paving</td>
<td>5,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 98 Annex facility upgrades</td>
<td>2,900</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 74-80 Paving</td>
<td>2,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 78 Sea Wall</td>
<td>9,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TMT III Concrete Floor, loading, dock</td>
<td>3,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier 80 Fendering phase 2</td>
<td>3,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Infill</td>
<td>1,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAMT Terminal Paving</td>
<td>6,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shed 80 Annex rehab</td>
<td>2,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TMT-LBT paving and drainage</td>
<td>500</td>
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<tr>
<td>TMT-LBT marine pile repairs</td>
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<tr>
<td>TMT III Roof Repair</td>
<td>1,000</td>
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<tr>
<td>TMT Tuna bay low deck</td>
<td>2,000</td>
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<tr>
<td>TMT New Pavement</td>
<td>2,800</td>
<td>10,200</td>
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<tr>
<td>Pier 122 Maintenance Building Repairs</td>
<td>500</td>
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<tr>
<td>Pier 38-80 Façade/loading deck roof</td>
<td>1,500</td>
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<td>TMT-LBT berth concrete pads</td>
<td>2,300</td>
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<tr>
<td>3200 E. Tioga fending, access, lighting</td>
<td>500</td>
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<tr>
<td>Railroad At-Grade Crossings (7)</td>
<td>2,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>25,000</strong></td>
<td><strong>25,000</strong></td>
<td><strong>25,000</strong></td>
<td><strong>25,000</strong></td>
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</table>
THANK YOU!

Philadelphia Regional Port Authority