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May 12, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to submit a letter supporting the Philadelphia Regional Port Authority's (PhilaPort) 2022 U.S. Department of Transportation's Port Infrastructure Development Program (PIDP) application for the *Packer Avenue Marine Terminal (PAMT) Connector Bridge* project. As the Metropolitan Planning Organization (MPO) for the Greater Philadelphia Region which includes a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey, DVRPC works with stakeholders to approve and advance Federal transportation infrastructure investment in the region.

This application, *PAMT Connector Bridge*, is consistent with *Connections 2050*, which is DVRPC's Long-Range Plan that was adopted by the DVRPC Board on September 23, 2021. It is also consistent with DVRPC's long-range vision for freight and is integral to the Delaware Valley Freight Centers Initiative. Should the U.S. DOT select this application for PIDP grant funding, DVRPC is committed to take necessary steps, as required, by working with regional partners to include it in appropriate documents, such as the Transportation Improvement Program (TIP) for Pennsylvania and Long-Range Plan. Not all priority projects are fully funded within the first four years of the TIP due to state and federal funding constraints. In fact, our region has found it increasingly difficult to fund all current TIP projects and to add new projects to the program, though they may be valuable and effective in improving our transportation network. If selected for funding, the project sponsor should identify all supplemental funding needed to ensure that this new TIP and Long-Range Plan project will be fully funded to be implemented in a reasonable period of time. DVRPC will continue to closely coordinate the undertaking of this proposed project with appropriate local freight stakeholders through its longstanding freight advisory committee, the Delaware Valley Goods Movement Task Force.

The requested funding for this project will provide for the construction of a 580 linear foot, two lane (40-foot wide) bridge that spans between PAMT and Publicker, a 40-acre site adjacent to PAMT in the City of Philadelphia. Construction of this connector bridge will unlock the Publicker

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site's capacity as a viable first point of rest for inbound containers and allow it to be a seamless extension of the terminal. The improvement in productivity will provide for significant reduction in container double handling and increased capacities at both sites that will improve vessel, rail, and truck unload and load turn-times.

Creating a modern multi-modal transportation system is part of DVRPC's vision for the Delaware Valley. Our transportation network is already expansive and interconnected. Targeted freight infrastructure investments from the Department of Transportation's PIDP grant program for projects, such as Philadelphia Regional Port Authority's *PAMT Connector Bridge* project, will improve the transportation system's performance, better integrate facilities, and improve freight mobility and efficiency that will sustain and enhance economic and quality of life benefits for residents, businesses, and visitors to the region. We look forward to your support of this project that is important to our region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barry Seymour', written in a cursive style.

Barry Seymour  
Executive Director

cc: Ryan Mulvey, Director of Government and Public Affairs, Philadelphia Regional Port Authority  
Michael Carroll, Deputy Managing Director for Transportation, Infrastructure, and Sustainability, City of Philadelphia  
Jennie Louwerse, Deputy Secretary for Multimodal Transportation, PennDOT