

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

May 16, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Buttigieg:

I write today in support of the application from the Philadelphia Regional Port Authority (PhilaPort) to the U.S. Department of Transportation's Port Infrastructure Development Program for its Packer Avenue Marine Terminal (PAMT) Bridge Project. I urge you to give this project full and fair consideration.

It is my understanding that PhilaPort is among the fastest growing ports in the Nation, and that its PAMT has seen an 8.6 percent compounded annual growth rate over the last five years. Like many other ports in the U.S., PhilaPort has experienced supply chain delays and complications over the past year. To combat this, I am told that PhilaPort plans to increase its capacity for cargo by using the adjacent Publicker site to augment container handling operations. However, I understand that this plan is currently complicated by the fact that the PAMT and the Publicker site are separated by the Walt Whitman Bridge right-of-way, meaning that the only connector between these two sites is a narrow, two-lane access road that is also the main point of entry for freight trucks.

I am informed that PhilaPort intends to address this by building a 580 linear foot, two-lane bridge to connect the PAMT to the Publicker site. The anticipated load for the bridge would be equal to the live load capacity of the PAMT. This would ensure the safe transfer of cargo between the two locations. The bridge would also take trucks off the access road and free up space for other vehicles servicing the port.

PhilaPort states that it has extensively studied the impact that this bridge would have on port efficiency. They inform me that it would save 100 miles of in-terminal transit per average exchange vehicle vessel call, reduce turn time by over an hour per call and save nearly 28 hours of run time per call. I understand that this would have a profound impact on PhilaPort's ability to move freight between ships, trucks and trains, allowing PhilaPort to keep up with increasing demand and to reduce strain on the supply chain. This would also improve the environmental impact of PhilaPort, reducing idle times, in-terminal transit and overall port emissions. Both the

environmental and freight efficiency impacts of this project would increase the long-term sustainability of PhilaPort.

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,

A handwritten signature in cursive script that reads "Bob Casey". The signature is contained within a thin black rectangular border.

Robert P. Casey, Jr.
United States Senator