



CITY OF PHILADELPHIA CITY COUNCIL

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April 29, 2024

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

RE: *Pier 96 Rehabilitation to Support Port Efficiency and Resiliency (PROSPER)*

Dear Secretary Buttigieg:

This letter is to communicate my support for the Philadelphia Regional Port Authority's (PhilaPort) "***Pier-96 Rehabilitation to Support Port Efficiency and Resiliency (PROSPER)***" INFRA Grant Application.

PhilaPort is requesting funding from INFRA, (the Nationally Significant Multimodal Freight & Highway Projects program). If awarded, the funding will be utilized to rehabilitate and repurpose Pier-96, a strategically located finger pier constructed in 1918.

Pier-96 lies just north of PhilaPort's main container terminal, the Packer Avenue Marine Terminal (PAMT), at the intersection of East Oregon and Delaware Avenue. The area surrounding the port is mixed use, offering a variety of port, industrial and retail uses. With a residential neighborhood located less than a mile away, available real estate in the area is scarce and has forced the port to identify creative solutions to increase acreage to support port growth.

By rehabilitating Pier-96, a seven (7) acre finger pier, the port will gain capacity to accommodate the storage of 119 container chassis and create 417 parking spots for port employees freeing up valuable lay down space for cargo at PAMT. Creating additional parking spots will also free up two additional lanes to access PAMT and other port facilities. This will increase efficiency and reduce traffic congestion in areas which periodically impact adjacent residential communities. As part of the project, a shuttle service will be implemented to safely transport terminal employees to and from their workstations, thereby reducing vehicle emissions and removing personal vehicles from port roadways.

In addition to capacity and safety enhancements, the project will also include electric vehicle (EV) charging stations, new guardrails, deck drains and high mast lighting. Restoring Pier-96 to a level of resiliency and functional use will not only improve terminal efficiency at PAMT but will make best use of this ageing yet critically important asset.

Thank you in advance for your time and consideration of this important project.

Sincerely,

Mark Squilla



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RE: SouthPort Berth, Phase 2: Capacity And Resilient Growth Optimization (CARGO)

Dear Secretary Buttigieg:

This letter is to communicate my support for the Philadelphia Regional Port Authority's (PhilaPort) "**SouthPort Berth, Phase 2: Capacity And Resilient Growth Optimization (CARGO)**" INFRA Grant Application.

PhilaPort is requesting funding from INFRA, (the Nationally Significant Multimodal Freight & Highway Projects program). If awarded, the funding will be utilized to expand the operational capacity at the Southport marine terminal.

PhilaPort's SouthPort marine terminal is a Ro/Ro terminal that specializes in receiving and processing new vehicles. Last year, PhilaPort recorded a record volume of over 250,000 units processed. With anticipated future growth of Ro/Ro cargo, PhilaPort intends to create ten (10) additional acres of land directly adjacent to the Phase 1 berth which is currently funded and scheduled to be completed in 2027. The (10) acre infill project will increase operational and cost efficiencies by providing the capacity to store Ro/Ro cargo directly adjacent to the berth at the first point of rest (FPOR). Land constrained, PhilaPort's (10) acre infill project is a cost-effective solution to increase acreage for port growth that will alleviate the strain on existing port facilities.

SouthPort Berth, Phase 2 calls for the construction of a second berth downriver of the currently funded phase 1 berth. PhilaPort proposes the consolidation of Ro/Ro operations which will enable all Ro/Ro vessels to discharge cargo at the Southport marine terminal and relieve berth congestion which currently exists at PhilaPort's Packer Avenue Marine Terminal. The proposed 1,000' Phase 2 multi-use berth will complete the waterside build out of the SouthPort Marine Terminal. The project location is located less than two (2) miles from both I-95 and I-76 interchanges and adjacent to two Class I railroads, served by CSX and Norfolk Southern.

Thank you in advance for your time and consideration of this important multi phased project.

Sincerely,


Mark Squilla