

AUTHORIZATION TO SUBMIT FY2026 USDOT BUILD GRANT

Philadelphia Regional Port Authority

Resolution No. 2026- xx
February 18, 2026

WHEREAS, the Philadelphia Regional Port Authority (“PhilaPort”) has been authorized under Section 6 of the Act of July 10, 1989, P.L. 291, 55 P.S. Section 697.1 et seq. of the General Assembly of the Commonwealth of Pennsylvania (the “PRPA Act”) to promote, apply for and accept grants for the purposes of advancing regional port facilities and port-related projects to include furtherance of cooperative state efforts; and

WHEREAS, the United States Department of Transportation announced FY 2026 Better Utilizing Investments to Leverage Development (“BUILD”) grant program.; and

WHEREAS, eligible projects include port infrastructure and planning projects; and

WHEREAS, the staff of PhilaPort has reviewed port infrastructure and planning projects that would benefit the region if grant funding is received; and

WHEREAS, the Board of PhilaPort has determined, on the basis of information provided to it (which information is attached hereto as Exhibit “A” and incorporated herein by reference) to approve the submission of an application for a planning grant to analyze access improvements including but not limited to a dedicated corridor for freight movements and related uses between the Packer Avenue Marine Terminal (PAMT) and The Bellwether District.

NOW, THEREFORE, BE IT RESOLVED:

1. The Board of Directors of PhilaPort hereby authorizes its staff to apply for grant funding through the United States Department of Transportation’s FY 2026 Better Utilizing Investments to Leverage Development (“BUILD”) grant program for the project listed in Exhibit “A”, and submission of the formal grant application.
2. The Executive Director and CEO of PhilaPort, with the advice of its Chief Counsel, is hereby authorized and directed to negotiate the specific terms and conditions of the agreement(s) and the Executive Director and CEO is hereby authorized and directed to execute, acknowledge, and deliver on behalf of PhilaPort any agreements, documents or other instruments as may be necessary to effectuate such arrangements.

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February 18, 2026

MOVED:

SECONDED:

APPROVAL:

Qualified Majority Required: Yes

Pearson*

Bryan**

Clark*

Cuff**

Lazer***

Maser*

Shacklett**

Butler**

Santone***

Perelman*

Skoutelas***

Gubernatorial Appointee*

Legislative Appointee**

Gubernatorial Appointee - County Recommendation ***



To: Philadelphia Regional Port Authority
Board of Directors

From: Edward G. Henderson
Sr. Director of Business Development and Planning

Date: February 11, 2026

RE: FY 2026 Better Utilizing Investments to Leverage Development (BUILD) grant submission

Background

The Infrastructure Investment and Jobs Act (“IIJA”) appropriated \$1.5 Billion for the FY 2026 Better Utilizing Investments to Leverage Development (BUILD) grant program.

PhilaPort proposes to submit a grant application, in partnership with Bellwether District Holdings, LLC (“BDH”), to plan and preliminarily design a network of designated freight routes to connect existing and planned commercial facilities in South Philadelphia to PhilaPort and the Southeast Pennsylvania multimodal freight network. The Bellwether District is at the site of the former PES refinery in South Philadelphia, which is being developed by BDH. BDH is planning a significant portion of their development for logistics and distribution capacity that is projected to induce cargo through the Packer Avenue Marine Terminal (PAMT) and other port facilities.

The project is proposed as a public private partnership, or similar form, with BDH and PhilaPort co-managing the initiative. The planning project, entitled *Southeast Pennsylvania Multimodal Freight Optimization Plan*, will improve safety for all users throughout the designated freight corridor, prioritize economic competitiveness and opportunity by revitalizing domestic maritime industries and addressing freight bottlenecks, improve the state of good repair and resilience of infrastructure across transportation modes, and leverage innovative technologies to support more efficient freight operating practices. Additionally, the project will include an alternatives analysis to review potential access through newly developed corridors as well as utilizing other modes of transportation.

The anticipated project cost is \$4.321 Million. PhilaPort is requesting a \$3.456 Million (80%) grant with a local match of \$864K (20%) being equally shared between PhilaPort and BDH.

Recommendation

Staff requests that the Board authorize PhilaPort to submit a FY 2026 Better Utilizing Investments to Leverage Development (BUILD) grant program.

**AUTHORIZATION TO SUBMIT FY2026/27 PENNSYLVANIA MULTIMODAL
TRANSPORTATION FUND GRANT**

Philadelphia Regional Port Authority

**Resolution No. 2026- xx
February 18, 2026**

WHEREAS, the Philadelphia Regional Port Authority (“PhilaPort”) has been authorized under Section 6 of the Act of July 10, 1989, P.L. 291, 55 P.S. Section 697.1 et seq. of the General Assembly of the Commonwealth of Pennsylvania (the “PRPA Act”) to promote, apply for and accept grants for the purposes of advancing regional port facilities and port-related projects to include furtherance of cooperative state efforts; and

WHEREAS, the Pennsylvania Department of Transportation has announced the FY 2026/27 Multimodal Transportation Fund grant program; and

WHEREAS, eligible projects include port infrastructure and transportation projects; and

WHEREAS, the staff of PhilaPort has reviewed port infrastructure projects that would benefit the region if grant funding is received; and

WHEREAS, the Board of PhilaPort has determined, on the basis of information provided to it (which information is attached hereto as Exhibit “A” and incorporated herein by reference) to approve the submission of an application for a grant to fund a portion of the Packer Avenue Marine Terminal (PAMT) Connector Bridge Project.

NOW, THEREFORE, BE IT RESOLVED:

1. The Board of Directors of PhilaPort hereby authorizes its staff to submit a \$3 Million grant through PennDOT FY 2026/27 Multimodal Transportation Fund grant program for the Packer Avenue Marine Terminal (PAMT) Connector Bridge Project further detailed in Exhibit “A”.
2. The Executive Director and CEO of PhilaPort, with the advice of its Chief Counsel, is hereby authorized and directed to negotiate the specific terms and conditions of the agreement(s) and the Executive Director and CEO is hereby authorized and directed to execute, acknowledge, and deliver on behalf of PhilaPort any agreements, documents or other instruments as may be necessary to effectuate such arrangements.

**AUTHORIZATION TO SUBMIT FY2026/27 PENNSYLVANIA MULTIMODAL
TRANSPORTATION FUND GRANT**

Philadelphia Regional Port Authority

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PROPOSED