

Discretionary Stimulus Candidate Projects
\$1.5 Billion Multimodal Discretionary Program

Ports and Waterways

Project Name	Brief Description	Funding Required
Port of Philadelphia Southport Facility Intermodal Access Enhancements	<p>The Southport project is a 181-acre site that consists of two finger piers and a portion of the east end of the former Philadelphia Naval Shipyard. The site has a proposed use as a container terminal. The Commonwealth is currently in the process of seeking private firms to develop the site.</p> <p>The proposed project consists of inland and intermodal rail and highway access to the site. The site will need to be accessed from local roads (Columbus Boulevard) and have a direct link to the two intermodal rail transfer facilities operated by CSX and Norfolk Southern. These railroads will require access to and from the Southport site. Additionally, the funding request includes state-of-the-art gate technologies and related infrastructure.</p>	\$40 million
Port of Philadelphia Packer Avenue Marine Terminal Gate Enhancements	<p>The project is to automate the gate to include equipment surveillance, added security features, remote processing and a help area. The project will improve air quality by reducing truck idle hours at the Terminal.</p>	\$4 million
Port of Philadelphia Tioga Marine Terminal Gate Enhancements	<p>The project is to automate the gate to include equipment surveillance, added security features, remote processing and a help area. The project will improve air quality by reducing truck idle hours at the Terminal.</p>	\$3.5 million
Port of Philadelphia Packer Avenue Marine Terminal Crane Electrical Upgrades	<p>The project is to upgrade existing antiquated diesel-powered cranes with state-of-the-art electrified cranes which would improve throughput and greatly improve air quality.</p>	\$14 million

<p>Port of Philadelphia Development of Delaware Port Access Road</p>	<p>South Delaware Avenue is the primary access road for the PRPA's Port facilities. The project would enhance this road to minimize congestion, provide an additional layer of security and maintain the ability to transfer cargo between facilities. Work includes correcting turning radii, drainage upgrades, additional lighting, fencing, rail track improvements, two multi-directional gate structures and paving.</p>	<p>\$4 million</p>
<p>Port of Pittsburgh/Army Corps of Engineers Lock and Dam Reconstruction</p>	<p>This project would provide much-needed renovations to the Monongahela and Ohio Rivers locks and dam systems.</p>	<p>\$580 million</p>
<p>Port of Erie Monfort Terminal Expansion</p>	<p>This project would provide lay-down space for cargo and would build a new berth.</p>	<p>\$22.5 million</p>

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Rail Freight

Project Name	Brief Description	Funding Required
CSX National Gateway	<p>Multi-state initiative to double-stack clear routes through North Carolina, Virginia, DC, Maryland, PA and Ohio and construct several Intermodal Terminals.</p> <p>Total corridor build-out costs: \$774 million (\$387 million CSX/\$194 million federal/\$193 states)</p> <p><u>PA specific</u> – double-stack clear 17 bridges in SW PA (\$70 million, \$35 million PA/\$35 million federal) and CSX to construct 2nd Intermodal Terminal NE of Pittsburgh (\$50 million).</p>	\$35 million
Norfolk Southern Crescent Corridor	<p>Multi-state initiative to double-track routes through PA, Virginia, Tennessee, Mississippi and Alabama and build and/or expand several Intermodal Terminals.</p> <p>Total corridor build-out costs: approx. \$1.5 billion (NS/federal/state mix to be determined)</p> <p><u>PA specific</u> – Phase I construct a new Intermodal Terminal in Franklin County (\$45 million state/\$55 million NS)</p>	\$45 million
RJ Corman Appalachian Regional Short Line	<p>Multi-state initiative to bring portions of their rail system up to Class 1 or 2 standards throughout Kentucky, Tennessee, Ohio, PA and West Virginia. Kentucky to be the lead sponsor.</p> <p>Total project costs: \$36.4 million (RJ Corman to cover 20% of costs)</p> <p><u>PA specific</u> – Construct 14 miles of new rail, rehab 45,000 crossties, 43,500 tons of new ballast, repair 31 bridges and tunnels (\$18.7 million, RJ Corman to contribute 20%)</p>	\$18.7 million

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Highways and Bridges

Project Name	Brief Description	Funding Required
I-95 Reconstruction	Reconstruction and widening of I-95 between Leveck St and Bleigh Ave, including upgrades to several ramps, and replacement of seven (7) bridges.	\$195 million
I-95/Turnpike Connector (Map Reference # 12)	Construction of a new roadway connection I-95 with the Pennsylvania Turnpike.	\$471 million
PA 26 Interchange & I-80/I-99 High Speed Interchange (Map Reference #'s 1 & 2)	Construction of a new local access interchange as well as reconstruction of existing I-80 interchange to a high speed interchange.	\$146 million
CSV (Map Reference # 3)	Construction of a new aligned US 15 roadway between Selingsgrove and Interstate 80.	\$500 million
US 219 Garrett Earthwork (Map Reference # 9)	New 4-lane relocation of US 219, Southern terminus of 4-lane in Somerset Twp, through Brothers Valley Township to the northern terminus of the Meyersdale Bypass near Pony Farms in Summit Township.	\$135 million
US 202: Swedesford to PA 29 (Section 320) & Exton Bypass - PA 29 (Section 330) (Map Reference #'s 10 & 11)	Reconstruction/widening of US 202: Swedesford to PA 29 and Exton Bypass to PA 29.	\$177 million