



Susquehanna Area Regional Airport Authority

Harrisburg International Airport Capital City Airport Franklin County Airport Gettysburg Regional Airport

1. Applicant Identification:

Susquehanna Area Regional Airport Authority ("SARAA")
1 Terminal Drive, Suite 300, Middletown, Pennsylvania 17057-5043

2. Website URL: Susquehanna Area Regional Airport Authority

3. Funding Requested:

- a. Grant Type: Single Site Cleanup Grant
b. Federal Funds Requested: \$3,963,100

4. Location: Borough of Middletown, Dauphin County, Pennsylvania

5. Property Information: The property name is Crawford Station and located on the eastern edge of Harrisburg International Airport ("HIA" or "Airport"). The Airport is located at 1 Terminal Drive, Borough of Middletown, Pennsylvania 17057-5043. The property address for Crawford Station is listed as "West of Fisher Avenue". A map to visually depict the proposed site is included with this submission.

6. Contacts:

- a. Project Director: Louis Pirozzi, Deputy Director of Engineering and Planning, SARAA, 1 Terminal Drive, Suite 300, Middletown, PA 17057, lpirozzi@saraa.org, 717-948-3900 Extension 4607

Chief Executive: Timothy Edwards, Executive Director, SARAA, 1 Terminal Drive, Suite 300, Middletown, PA 17057, tedwards@saraa.org, 717-948-3900 Extension 4600

7. Population: The population of the Borough of Middletown is 9,533 (Narrative, p. 6).

8. Other Factors Checklist:

Table with 2 columns: Other Factors, Page #. Rows include: Community population is 15,000 or less. (Page 6); The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.; The proposed site is impacted by mine-scarred land.; Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation (Pages 4-5); The priority site(s) adjacent to a body of water (i.e., the border or the site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them) (Pages 1, 4)

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The proposed site(s) is in a federally designated floodplain	4
The reuse of the proposed site(s) will facilitate renewable energy from wind, solar, or geothermal energy	4
The reuse of the proposed site(s) will incorporate energy efficiency measures.	4
The proposed project will improve local resilience to the impacts of extreme weather events and natural disasters.	4
The target area is impacted by a coal-fired power plant that has recently closed (2015 or later) or is closing.	2

9. Releasing Copies of Applications: N/A



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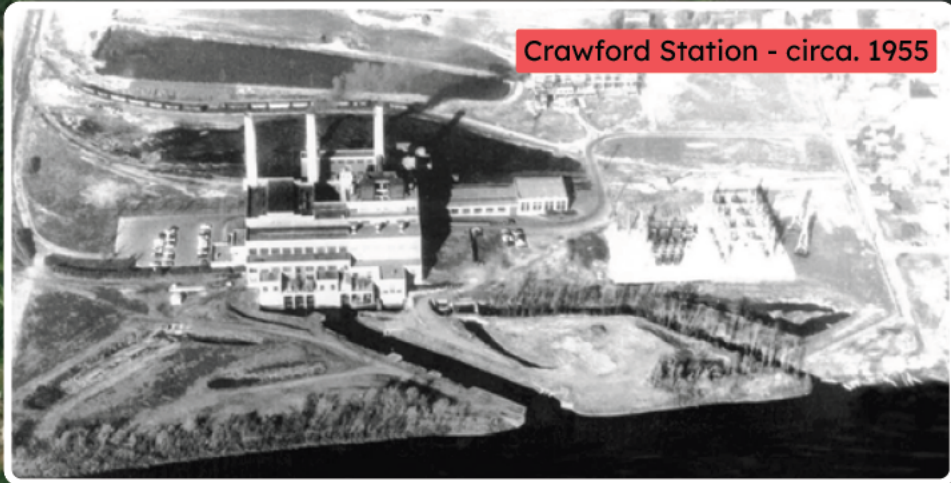
CRAWFORD STATION ADAPTIVE REUSE AND REMEDIATION PROJECT

PROJECT LOCATION: HARRISBURG INTERNATIONAL AIRPORT

MAP KEY

-  HIA CAMPUS
-  CRAWFORD STATION

Crawford Station - circa. 1955



1. Project Area Description and Plans for Revitalization

Target Area and Brownfields

1.a. Overview of Brownfield Challenges and Description of Target Area

The target area for this Brownfields Cleanup Grant is located at the eastern portion of the Harrisburg International Airport (“HIA” or “Airport”) campus, within the Borough of Middletown and adjacent to Lower Swatara Township, Dauphin County, Pennsylvania. Commonly referred to as Crawford Station, this area is the only segment of the HIA campus located within Middletown Borough and ***occupies a critical transition zone at the interface of municipal boundaries, airport operations, and regionally significant transportation and defense infrastructure.*** The Project Site is located in Census Tract 42043023700.

The target area has served a strategic national function for more than a century. Prior to the development of HIA, the Project Site and surrounding lands supported Olmsted Air Force Base, establishing a long-standing military presence in the area. The Project Site later transitioned to energy production, housing the Crawford Power Generation Station, a coal-fired and later oil-fired facility that supplied power to the region’s industrial economy. Crawford Station ceased operations in 1977 following the 1973 oil embargo, increasingly stringent environmental regulations, and the opening of the Three Mile Island Nuclear Generating Station located across the Susquehanna River from HIA. ***Documented contamination at the Project Site is attributable to historic coal combustion residuals associated with Crawford Station’s operations.***

Today, the impacts of these legacy conditions are magnified by the Project Site’s location within the HIA campus. HIA is South Central Pennsylvania’s primary commercial service and air freight facility and a critical node within the Harrisburg Area Transportation Study (“HATS”) Region, which serves as a nexus for passenger travel and freight movement along the East Coast and the Northeast megalopolis. HIA is the only airport in Central Pennsylvania providing regular air cargo service and is integrated into global logistics networks operated by FedEx, UPS, and DHL, supported by direct access to Interstates 76, 81, and 83, major rail corridors, and National Highway System intermodal connectors. Unresolved brownfield conditions within the Airport campus constrain long-term infrastructure planning, limiting the Airport’s ability to respond to growing logistics demands.

HIA’s eastern segment is also home to the Pennsylvania Air National Guard’s 193rd Special Operations Wing (“193rd SOW”), a nationally significant unit supporting joint warfighting, homeland defense, and information operations missions, with approximately 1,300 personnel during regularly scheduled drills. The proximity of the Project Site to active military facilities heightens the importance of addressing remaining environmental conditions. Brownfield constraints at the Project Site limit the Airport’s ability to support current and future military needs, including infrastructure expansion, operational support, and coordinated campus planning.

While extensive remediation and demolition have been completed under Pennsylvania’s Land Recycling Program since acquisition of the Project Site in 1999, residual contamination remains in the form of coal ash associated with four former ash settling ponds. These conditions represent the final unresolved brownfield challenge at the Project Site, restricting reuse of the only remaining expanse of land within the HIA campus suitable for future aeronautical and defense-supporting development. The presence of this contamination limits airport operational flexibility, complicates long-term infrastructure planning, and constrains reinvestment in a corridor that supports regional supply chains, military readiness, and public-serving transportation functions.

EPA Brownfields Cleanup Grant funding will enable the final phase of remediation at the Project Site by removing remaining coal ash from the former settling ponds. Completion of cleanup activities will protect human health and the environment, remove a long-standing barrier to reuse, and allow the strategically located Project Site to be fully integrated into the HIA campus.

1.b. Description of the Proposed Brownfield Site

The Project Site consists of approximately 44.47 acres located at the easternmost edge of the HIA campus within the Borough of Middletown, Dauphin County, Pennsylvania. The Project Site is bordered by active airport taxiways and runway infrastructure and the Pennsylvania Air National Guard’s 193rd SOW to the west, HIA

parking facilities and the Borough of Middletown’s wastewater treatment plant to the north, a Met-Ed facility and residential uses to the east, and the Susquehanna River to the south. The Project Site has a long history of industrial energy production followed by public acquisition to support long-term Airport operations. Key ownership and land use transitions include:

- **1920–1977:** Developed and operated by Met-Ed as the Susquehanna River Station, later renamed the Crawford Generation Station; one of the first large-scale U.S. power plants to utilize pulverized coal, later converted to oil-fired generation.
- **1977:** Power generation ceased following the 1973 oil embargo and opening of the Three Mile Island Nuclear Generating Station located across the Susquehanna River from HIA.
- **1982–1991:** Property acquired by Marileno Corporation; salvage activities conducted by its subsidiary, Cuyahoga Wrecking Company, which later declared bankruptcy.
- **1993:** Pennsylvania Department of General Services assumed control of the Project Site following bankruptcy.
- **1999–Present:** Project Site acquired by SARAA through a judicial tax sale to protect aeronautical development needs and future Airport expansion.

Two primary industrial structures were historically located on the central portion of the Project Site, including an approximately 69,000-square-foot power plant building and an approximately 4,000-square-foot coal shaker building, along with associated smokestack foundations. All structures were demolished between 2008 and 2010. ***No structures currently exist on the Project Site, and the property has remained vacant since demolition and completion of remedial obligations approved by PA DEP.***

ENVIRONMENTAL INVESTIGATIONS COMPLETED

Numerous environmental investigations at the Project Site have been conducted, including:

- **1986:** Environmental Assessment prepared by GAI Consultants, Inc. for the PennDOT Bureau of Aviation.
- **1995:** Phase I Environmental Site Assessment conducted by Enviro-Products, Inc.
- **1995:** Phase II/III Investigation completed by Epsys Corporation, documenting petroleum-related materials, storage tanks, coal ash, and arsenic-impacted soils.
- **2003:** Baseline Environmental Report prepared by ARM Group Inc.
- **2025:** A Phase I ESA was completed in July 2025 by KU Resources.
- **2025:** A Phase II ESA, prepared by KU Resources, is currently underway with an anticipated completion date of January 2026.
- **2025:** A Remedial Workplan, developed by KU Resources for the ash pits, which is the final remedial obligation as required under the Consent Order & Agreement, is currently underway with an anticipated completion date of January 2026.

REMEDIATION COMPLETED TO DATE UNDER ACT 2 / SIA

Following acquisition, SARAA voluntarily enrolled the Project Site in Pennsylvania’s Land Recycling Program (“Act 2”) under the Special Industrial Area (“SIA”) provisions. On July 30, 2003, SARAA entered into a Consent Order and Agreement (“CO&A”) with PA DEP that is directly related to the SIA process and is not an enforcement action. ***The CO&A affirms that SARAA did not cause or contribute to contamination at the Project Site.*** Remedial obligations completed in accordance with the approved Baseline Environmental Report include:

- Removal of No. 6 fuel oil from a 560,000-gallon aboveground storage tank.
- Removal of waste oil from a 1,000-gallon aboveground storage tank.
- Removal of kerosene from a 12,000-gallon underground storage tank.
- Proper closure of all aboveground and underground storage tanks.
- Removal and disposal of ash residue from former smokestack foundations.
- Demolition of all former power plant structures.

PA DEP confirmed completion of these remedial obligations in August 2013, with the exception of *one remaining requirement: elimination of direct contact exposure to arsenic-impacted soils in former coal ash settling ponds.*

Revitalization of the Target Area

1.c. Reuse Strategy and Alignment with Revitalization Plans

The Project Site represents the last remaining parcel at HIA available for future aeronautical development. The reuse strategy is to return Crawford Station to productive, aviation-compatible use as an integrated component of the HIA campus that supports regional transportation, logistics, and economic development.

Future reuse will be guided by SARAA’s FAA-required Airport Master Plan. *The Airport’s most recently approved Master Plan identifies Crawford Station as a key opportunity area for redevelopment, noting its long-term potential to support aviation-related uses, Air National Guard operations, a solar farm, and other Airport-compatible development.* The next Master Plan update is anticipated to begin in 2026 and will formally incorporate the Project Site into the Airport’s long-range development framework. Anticipated aviation-supportive, revenue-generating uses include: General Aviation Aprons and Hangars, Aircraft Support and Service Facilities, and Fixed-Based Operator (“FBO”) Functions. Additionally, the reuse strategy aligns with a number of local and regional revitalization plans, including the [Dauphin County Comprehensive Plan – Growing Together](#), the [Harrisburg Area Transportation Study Regional Transportation Plan 2045](#), and the [2017 Update to the Lower Swatara Township Comprehensive Plan](#).

PUBLIC AND STAKEHOLDER INVOLVEMENT

SARAA is a *municipal authority governed by a regionally representative Board of Directors whose members reflect the interests of local governments, business and economic development leaders, and the communities served by the Airport*, including Dauphin, York, and Cumberland Counties; the Cities of Harrisburg and York; and Lower Swatara and Fairview Townships. All SARAA Board meetings are public and provide a forum for community input on Airport planning, investment, and redevelopment decisions. Public involvement is a required component of FAA Airport Master Planning. *FAA guidance mandates stakeholder coordination and public outreach during master plan updates*, including engagement with host municipalities, regional planning organizations, airport users, and the public, through public meetings, agency coordination, and formal opportunities for input. To further facilitate public involvement in the reuse and redevelopment of the Project Site, SARAA was awarded a \$247,796 PA SITES planning grant in Spring 2025. This planning effort supports coordination with key project partners, including Airport stakeholders, host municipalities, regional planning organizations, and economic development partners, to inform future reuse of the Project Site. *The PA SITES process emphasizes stakeholder engagement and collaborative planning to ensure redevelopment aligns with community priorities.*

FLOODPLAIN CONSIDERATIONS

Portions of the Project Site are located within FEMA-designated Special Flood Hazard Areas (Zones A and AE). Floodplain conditions will be explicitly considered in cleanup and reuse planning, and any future aviation-related development will comply with applicable FAA standards and state and local floodplain regulations and incorporate appropriate design measures to minimize flood risk and ensure long-term resilience.

1.d Outcomes and Benefits of Reuse Strategy

Cleanup of the Project Site will directly stimulate economic development by removing the final environmental constraints on the last remaining parcel at HIA available for aeronautical development. Cleanup of the Project Site will allow SARAA to advance post-remediation planning through its PA SITES-funded effort and, ultimately, incorporate the site into FAA-approved development through the next Master Plan update anticipated to begin in 2026.

The Airport's most recent Master Plan (May 2016) *identifies Crawford Station as a key opportunity area for redevelopment, noting its long-term potential to support aviation-related uses, Air National Guard operations, a solar farm, and other Airport-compatible development.*

Based on existing Airport conditions and conservative assumptions drawn from current general aviation tenants at HIA, redevelopment of the Project Site is anticipated to generate measurable, recurring economic benefits that directly correlate with the proposed reuse strategy, including:

- **General Aviation Hangars and Ground Leases:** The Project Site could accommodate up to 11 new general aviation hangars, with an average hangar size of 30,619 square feet based on comparable facilities at HIA. Using a conservative ground lease rate of \$0.45 per square foot, this development could *generate approximately \$151,564 in new annual ground lease revenue for SARAA.*
- **Aviation Maintenance and Corporate Aircraft Support Opportunities:** Cleanup will position the Project Site to attract aviation maintenance and repair activities or corporate aircraft maintenance bases that are currently not available in the local market. Such facilities would support high-skilled, high-wage employment and increase aviation activity at HIA while leveraging unconstrained airspace.
- **Workforce Development and Aviation Training:** The Project Site may also support aviation-related workforce development uses, such as flight training, aircraft maintenance technician training, and air traffic control career pathways, in coordination with regional educational partners.
- **Local Property Tax Generation:** Based on comparable general aviation hangars currently operating at HIA, the average property taxes paid in 2024 to municipal and county taxing bodies were approximately \$11,513 per facility. With up to 11 new hangars, redevelopment of Crawford Station could generate approximately \$126,645 in new annual local property tax revenue.

RESILIENCE TO EXTREME WEATHER AND NATURAL DISASTERS

Cleanup of the Project Site will reduce environmental risk within a flood-prone area that is directly adjacent to critical transportation and defense infrastructure. Portions of the Project Site are located within a federally designated floodplain adjacent to the Susquehanna River, while the former coal ash settling ponds are located outside the mapped floodplain. However, extreme precipitation events can influence site-wide surface runoff and groundwater dynamics, increasing the potential for contaminant mobilization. EPA-funded cleanup will reduce indirect exposure pathways and protect nearby surface waters and downstream communities.

RENEWABLE ENERGY AND ENERGY EFFICIENCY CONSIDERATIONS

The Airport's Master Plan identifies Crawford Station as a potential location for renewable energy and other Airport-compatible uses, including solar installations, subject to FAA safety and operational review. Cleanup of the Project Site is necessary for evaluating these opportunities during future planning efforts. In addition, any future aviation-related development at the Project Site will be designed in accordance with FAA standards and contemporary energy-efficient practices to reduce long-term operating costs and environmental impacts.

Strategy for Leveraging Resources

1.e. Resources Needed for Site Characterization

All necessary site characterization activities required to support the proposed cleanup have been completed or are currently underway using previously awarded funds. SARAA was previously awarded \$88,818 through the Pennsylvania Department of Community and Economic Development Industrial Site Reuse Program and \$113,000 from Dauphin County's grant through the U.S. EPA Brownfield Assessment Program to complete a Phase I ESA, Phase II ESA, and draft ABCA. No further funding will be sought to complete site characterization.

1.f. Resources Needed for Site Remediation

The requested EPA Brownfields Cleanup Grant funding will be sufficient to complete the final remaining remedial obligation at the Project Site. All other remedial actions required under the SIA process have already been completed and approved by PA DEP. *EPA funding requested through this application will fully fund the cleanup of the Project Site, and no leveraged remediation funding is required.*

1.g. Resources Needed for Site Reuse

U.S. EPA Brownfield Cleanup Grants (Requested): The \$3,963,100 EPA Brownfields request will complete the final remaining remedial obligation at the Project Site, consisting of elimination of direct contact exposure to arsenic-impacted soils in former coal ash settling ponds. *No additional remediation funding is required.*

PA SITES Planning Grant (Secured): Awarded to SARAA in Spring 2025, this \$247,796 grant will be used to complete post-cleanup reuse planning, including market analysis, stakeholder coordination, regulatory review, and development of conceptual site layouts for aviation-compatible reuse of the Project Site.

PA SITES Construction (Unsecured): SARAA anticipates pursuing PA SITES construction funding following completion of EPA-funded cleanup and reuse planning activities to support site reuse. This request will be based on detailed cost estimates and conceptual designs prepared as part of the secured PA SITES planning grant.

FAA Airport Improvement Program (Unsecured): As an airport included in the National Plan of Integrated Airport Systems, SARAA is eligible to pursue FAA Airport Improvement Program funding for non-revenue generating infrastructure necessary to support aeronautical development, including utilities, taxiways, aprons, and other airside improvements at the Project Site. Future FAA funding requests for Crawford Station will be based on detailed cost estimates and conceptual designs prepared through the secured PA SITES Planning Grant. FAA AIP projects are typically funded at 90% federal participation, with the remaining provided through a 5% PennDOT Bureau of Aviation match and a 5% local match from SARAA.

1.h. Use of Existing Infrastructure

EXISTING SITE CONDITIONS

- No buildings or active structures; the Project Site has remained vacant since demolition and completion of prior remedial obligations approved by PA DEP in August 2013.
- Unpaved access roads are present for monitoring and maintenance activities.
- No public utility connections or potable water supply wells; groundwater is not used for operational purposes.
- Existing groundwater monitoring wells remain in place to support post-cleanup verification and long-term monitoring, as appropriate.

EXISTING AIRPORT INFRASTRUCTURE AVAILABLE FOR REUSE

- Directly integrated into the HIA campus with access to existing Airport-owned infrastructure, including:
- On-airport roadways and airside circulation systems.
- Airport-owned water treatment and distribution systems, including permitted groundwater wells, transmission mains, and treatment and storage facilities.
- Airport-owned wastewater treatment system operating in regulatory compliance.
- Existing infrastructure can support future reuse without the need for redundant systems once environmental cleanup is complete.

FUTURE INFRASTRUCTURE NEEDS

- No additional infrastructure construction is required as part of the requested EPA Brownfields Cleanup activities.
- Future infrastructure needs will be evaluated through the PA SITES planning grant, and implemented through future funding sources, including the PA SITES Construction Program and the FAA AIP.

2. Community Need and Community Engagement

Community Need

2.a. The Community's Need for Funding

The EPA Brownfields Cleanup Grant will enable SARAA to complete the final required remedial obligation necessary to make the Project Site a reusable and productive asset. As a multi-municipal authority, SARAA

does not have the authority to levy taxes and instead engages only in business-type activities to generate revenue. Revenue to operate and maintain HIA is primarily derived from user fees substantially paid by airlines. Accordingly, SARA has a severely limited ability to independently fund larger capital projects, including the cleanup and remediation of Crawford Station, instead relying on federal, state, and local grant funding opportunities to advance needed improvements at HIA.

Challenged by the long-term decline of Dauphin County’s industrial base, the target area of the Project (Middletown Borough) remains a small, economically depressed community. According to the 2023 American Community Survey 5-year Estimates, the median household income within Middletown Borough is \$46,514, reflecting significantly reduced incomes compared to that of the County (\$57,071) and Pennsylvania (\$56,951). Accordingly, 14.6% of the population of the Borough lives below the poverty level, which is greater than Dauphin County (12.3%) or Pennsylvania (11.8%). According to the 2020 Decennial Census, the population of Middletown Borough is 9,533, representing only 3.3% of Dauphin County’s total population of 286,401.

2.b. Health or Welfare of Sensitive Populations

According to the Pennsylvania Department of Health’s (“PADOH”) County Health Profile for Dauphin County (“Health Profile”), community members living in the neighborhoods to the east and north of Crawford Station (Census Tract 42043023700) are in the 85th percentile for Particulate Matter (PM) 2.5 exposure compared to other United States residents. As a source of direct exposure to environmental contamination, Crawford Station threatens the health and wellbeing of nearby residents. The proposed remediation will complete the remediation of the Project Site by encapsulating arsenic-contaminated soils associated with the site’s former fly ash settling ponds and eliminating remaining direct contact exposure pathways.

2.c. Greater Than Normal Incidence of Disease and Adverse Health Conditions

According to the PADOH Health Profile, residents experience disproportionate (above state rate) health challenges including a higher infant mortality rate (7.4 per 1,000 live births vs. 5.8 statewide), greater rate of preterm births (10.6% vs. 9.7% statewide), and a greater percentage of births are low birthweight (9.6% vs. 8.4%). Among other factors, it is generally understood that maternal exposure to environmental contaminants from industrial processes, including toxins like arsenic, have been shown to negatively impact human health and contribute to poor health outcomes including preterm birth and infant mortality. The proposed remediation activities will directly address a source of potential exposure to arsenic-impacted soils at Crawford Station, protecting the health of residents near the Project Site.

2.e. Economically Impoverished/Disproportionately Impacted Populations

As the region’s industrial base declined over the latter half of the 20th century, Middletown and its neighboring communities were left with little prospects and poor health outcomes. According to the PADOH Health Profile, 47.5% of the population around the Crawford Station site are considered low income. The need for investment and greater utilization of vacant land within the community for economically productive activities is clear. The proposed remediation of Crawford Station represents the final step in unlocking its potential as a site for aeronautical development, with the future construction and expanded operations both directly creating new jobs and opportunities for nearby populations. With up to 11 new hangars planned, Crawford Station could become a highly productive asset generating an estimated \$126,645 in new annual property tax revenue, more than double the amount currently generated by existing general aviation tenants at HIA. These taxes could be directly reinvested into the community, bolstering local municipal services and creating further benefits for nearby households.

Community Engagement

2.e. Project Involvement and 2.f. Project Roles

PARTNER NAME	POINT OF CONTACT (NAME, TITLE, PHONE, EMAIL)	SPECIFIC ROLE IN PROJECT
Dauphin County Redevelopment	Jill Gaito Principal, Gaito & Associates, LLC	Financial support for Phase I/II ESAs, preparation of ABCA, and Remedial Work Plan.

Authority (“DCRA”)	717-226-4320 [REDACTED]	Provide input on bid documentation preparation and assist with community outreach events and education.
Middletown Borough	Ken Klinepeter Borough Manager 717-902-0706 kklinepeter@middletownborough.com	Work with SARAA to facilitate community engagement.
Lower Swatara Township	Zachary Border Township Manager 717-939-9377 ext. 3009 zborder@lowerswatara.org	Work with SARAA to facilitate community engagement.
193 rd Special Operations Wing (“193rd SOW”)	Major David Colna 193 SOCES/BCE 717-948-2503 David.colna@us.af.mil	Provide input on future reuse as related to national defense priorities & security interests.

2.g. Incorporating Community Input

As a multi-municipal authority, SARAA is governed by a 15-member Board of Directors made up of volunteer community leaders representing the municipalities within its service area, ensuring the needs of a variety of populations are considered in both day-to-day operations and long-term planning. As a public entity, the Board conducts regular public meetings every month, the agenda and minutes of which are available to the public on SARAA’s website. SARAA also attends meetings of each of the municipalities within its service area at least once a year to provide a general update on the status of the Authority and its operations. SARAA is committed to ensuring robust community involvement to guide the cleanup and future reuse of the Brownfield Site. To this end, SARAA will document public comments, respond as necessary, and highlight how community input has shaped the cleanup process and related development efforts. SARAA will also incorporate updates on the cleanup and reuse process into its regular public and municipal meetings.

3. Task Descriptions, Cost Estimates, and Measuring Progress

Proposed Cleanup Plan

Implementation of the proposed cleanup will be consistent with the final remedial obligations approved by PA DEP in August 2013 for remediation of the four (4) former ash settling ponds located on the Project Site. The draft Analysis of Brownfield Cleanup Alternatives (“ABCA”) provides a summary of the cleanup alternatives considered prior to selection of the proposed scope of work. The cleanup objective is to eliminate all direct contact exposure pathways to the arsenic impacted soils found in the ash settling ponds. The Project will involve excavating the fly ash and soil within the ponds before filling in and fully encapsulating the former ponds with two feet of clean fill, directly removing the final source of environmental contamination at Crawford Station.

Description of Tasks/Activities and Outputs

<i>Task 1 – Community Outreach</i>
<p>a. Implementation: SARAA will work closely with Middletown Borough, Lower Swatara Township, and the DCRA throughout the Project to ensure community members remain informed of its progress, with SARAA attending municipal meetings, producing web releases at key milestones, and providing regular updates through its dedicated informational webpage. The municipal entities will assist through coordinating SARAA’s presence at meetings and amplifying SARAA’s publications related to the progress of the cleanup.</p>

b. Schedule: Kickoff public meeting to finalize ABCA prior to cleanup (Q2 2027). SARAA will attend municipal meetings and release regular updates throughout the cleanup process (Q2 2027-Q2 2028), ending with the Final Summary Report (Q4 2028).
c. Lead: SARAA Project Manager and Project Executive; Assist: DCRA, Middletown Borough, Lower Swatara Township
d. Outputs: 1 Community Meeting Held; 4 Municipal Meetings Attended; 2 Press Releases and Reports Published
Task 2 – Site Cleanup
b. Implementation: Overseen by the Project Manager, the Contractor(s) will complete the cleanup of Crawford Station by removing and replacing the arsenic-impacted soils within and around the ash settling ponds before fully encapsulating them with clean fill.
c. Schedule: Contractor Bid Solicitation and Selection for Contractual Activities (i.e. Engineering and Construction Management) (Q3 2026), Permitting (Q4 2026), Contractor Solicitation and Selection for Cleanup Activities (Q1 2027), Cleanup Activities (Q2 2027 – Q2 2028)
d. Lead: Contractor(s); Assist: SARAA Project Manager
e. Outputs: 1 Brownfield Site Remediated

f. Cost Estimates

Budget Categories		Task 1 (\$)	Task 2 (\$)	Total Cost (\$)
Direct Costs	Personnel	\$0	\$0	\$0
	Fringe Benefits	\$0	\$0	\$0
	Contractual	\$4,200	\$96,500	\$100,700
	Construction	\$0	\$3,862,400	\$3,862,400
Total Direct Costs		\$4,200	\$3,958,900	\$3,963,100
Indirect Costs		\$0	\$0	\$0
Total Project Budget		\$4,200	\$3,958,900	\$3,963,100

Cost Per Unit, Task 1 – Community Outreach (Item)	Unit Price	Quantity	Total Cost
Contractual – Community Engagement, Finalize ABCA	\$4,200	1 (LS)	\$4,200
Total for Task 1:			\$4,200

Costs Per Unit, Task 2 – Site Cleanup (Item)	Unit Price	Quantity	Total Cost
Contractual – Engineering, Construction Management	\$96,500	1 (LS)	\$96,500
Construction – Excavation	\$3,862,400	1 (LS)	\$3,862,400
Total for Task 2:			\$3,958,900

g. Plan to Measure and Evaluate Environmental Progress and Results

The Project Manager will oversee the completion of the Project and work with the Project Finance Manager and selected Contractor(s) to produce quarterly progress reports tracking the Project’s progress in fulfilling the scope of work, goals, and objectives. Each quarterly report will include an update of Project expenditures and will track activities and expenses against the Project’s schedule. If needed, corrective actions will be taken to ensure the Project remains on schedule, within budget, and is completed within the period of performance. Additionally, the potential environmental impacts of the cleanup activities will be monitored through routine collection of groundwater quality data from the Project Site’s monitoring wells. Specific performance metrics will be used to summarize Project accomplishments; at a minimum, these metrics will include: number of public meetings held/attended, number of press releases or articles released, number of quarterly reports prepared, completion of

the Final Cleanup Report, and the number of brownfield sites remediated. Project outcomes to be tracked include community participation, acres made ready for reuse, total redevelopment funding secured, and revenue generated through aviation-related uses after redevelopment.

4. Programmatic Capability and Past Performance

Programmatic Capability

4.a. Organizational Structure and b. Description of Key Staff

SARAA is governed by a Board of Directors appointed by elected officials from Cumberland County, York County, and Dauphin County; Fairview Township; Lower Swatara Township; the City of York; and the City of Harrisburg. SARAA's organizational structure provides clear lines of authority, separation of financial and technical responsibilities, and internal controls that support accountability and compliance. SARAA is led by an Executive Director, supported by a Deputy Executive Director, and *employs 113 full-time staff across multiple functional departments*, including Engineering and Planning, Finance and Administration, Operations, Security and Public Safety, Human Resources, Maintenance, Information Technology, and Marketing, Public Relations, and Advertising.

This structure has been successfully utilized by SARAA to administer federal funding and will be applied to ensure effective management of the EPA Brownfields Cleanup Grant. Key Project staff will include:

Project Executive - Executive Director (Tim Edwards): Mr. Edwards has served as Executive Director of SARAA since 2006 and provides overall executive leadership for the Authority. The Executive Director will be responsible for executing all agreements between SARAA and the EPA related to the Brownfields Cleanup Grant, including presenting required actions and documents to SARAA's Board of Directors for approval and execution. Mr. Edwards will provide executive oversight throughout the grant period and participate in community engagement activities associated with the Project.

Project Manager – Deputy Director of Engineering and Planning (Louis Pirozzi): Mr. Pirozzi will serve as Project Manager and will be responsible for the day-to-day administration of the EPA Brownfields Cleanup Grant. In his role as Deputy Director of Engineering and Planning, Mr. Pirozzi is responsible for the design, permitting, regulatory approvals, construction management, and closeout of all capital improvement projects at Harrisburg International Airport and SARAA's three general aviation airports. Mr. Pirozzi will be responsible for coordination and communication with EPA and PA DEP; oversight of contractors; management of planning, permitting, and regulatory activities; participation in community outreach efforts; and preparation and submission of required progress reports and performance documentation to EPA throughout the grant performance period.

Project Finance Manager – Deputy Director of Finance and Administration (Michael Moskal): Mr. Moskal will be responsible for all financial management and compliance activities related to the EPA Brownfields Cleanup Grant. In his role as Deputy Director of Finance and Administration, Mr. Moskal oversees SARAA's annual budgeting, accounting, auditing, and financial reporting functions for all Airport operations and capital programs. For the Project, his responsibilities include monitoring project expenditures, processing contractor payments, submitting reimbursement requests to EPA, preparing required federal financial reports, maintaining grant accounting records, supporting audits, and ensuring compliance with federal financial management standards and record retention requirements.

4.c. Acquiring Additional Resources

SARAA will follow the procurement procedures set forth in 2 CFR Part 200 and EPA's regulations at 2 CFR Part 1500 to acquire any additional expertise or resources required to complete the Project. As a municipal authority, SARAA utilizes open and competitive procurement processes and does not anticipate the use of subrecipients; all specialized services will be obtained through contractors. Procurement is conducted using a competitive selection process in which proposals are independently evaluated by a multi-member selection committee based on established criteria. Following initial scoring, the committee identifies a short list of the most qualified firms and

may conduct interviews, as appropriate, prior to final ranking. SARAA then negotiates contract terms with the top-ranked firm and, if necessary, proceed to the next-ranked firm until mutually acceptable terms are reached. All final contract awards are subject to approval by SARAA's Board of Directors at a public meeting.

Past Performance and Accomplishments

4.d. Has Not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance

Agreements

(1) Purpose and Accomplishments

PREVIOUS GRANT MANAGEMENT EXPERIENCE

Date of Award: 2019 **Awarding Agency:** Federal Aviation Administration **Amount:** \$17,183,338.11

Project: Rehabilitation of Flood Dike

Accomplishments: Successfully managed a \$22.2 million FAA-funded construction project to rehabilitate and restore the Airport's flood dike system, addressing decades of erosion, structural degradation, and flood risk affecting critical airfield infrastructure.

Specific Outcomes and Outputs: Repaired approximately 15,400 linear feet of levee protecting Runway 13–31, approach lighting systems, and adjacent facilities, significantly reducing flood risk and ensuring continued safe operation of commercial aviation, air cargo, general aviation, and Pennsylvania Air National Guard missions.

Date of Award: 2023 **Awarding Agency:** Federal Aviation Administration **Amount:** \$8,630,771

Project: Cargo Apron Expansion, Phase VI

Accomplishments: Constructed approximately 52,000 square yards of concrete cargo apron pavement and a 3,500-foot stormwater conveyance system, including twin 60-inch reinforced concrete pipes microtunneled beneath Runway 13-31, while maintaining continuous Group V aircraft operations.

Specific Outcomes and Outputs: Added four new cargo aircraft parking positions, increased air cargo capacity, and enhanced stormwater management and infrastructure resilience without disrupting airport operations.

(2) Compliance with Grant Requirements

SARAA has extensive experience administering federal assistance agreements that require strict adherence to approved workplans, schedules, and reporting requirements. Over the past 20 years, *SARAA has successfully administered more than \$227 million in federal funding* through the FAA, as well as funding from the U.S. Department of Commerce. These assistance agreements require compliance with detailed scopes of work, milestone schedules, environmental approvals, financial controls, and regular performance and financial reporting. SARAA maintains established systems and procedures to ensure compliance with grant requirements, including:

- Formal project management protocols to track progress against approved workplans and schedules.
- Regular coordination and communication among technical, financial, and executive staff to monitor performance and resolve issues proactively.
- Timely submission of required reports, including progress updates, financial reports, and closeout documentation, in accordance with awarding agency requirements.
- Integrated financial management systems to track expenditures, verify allowability and allocability of costs, and support accurate reimbursement requests.
- Internal controls and segregation of duties consistent with 2 CFR §§ 200.302(b) and 200.303 to ensure accountability.

Across SARAA's current and most recent federal assistance agreements, the Authority has made and reported progress toward achieving expected project results in a timely and acceptable manner, consistent with approved workplans and reporting schedules. Progress reports and financial reports have been submitted accurately and on time, and project milestones have been tracked and documented through established internal project management and financial systems.

1. Applicant Eligibility

a. For government entities other than cities, counties, Tribes, or States, attach documentation of your eligibility (e.g., resolutions, statutes, etc.).

Susquehanna Area Regional Airport Authority (“SARAA”) is an independent, multi-municipal authority incorporated pursuant to the Pennsylvania Municipality Authorities Act of 1945, P.L. 382, *as amended*, 53 P.S. §301 *et seq.*, by the City of Harrisburg, City of York, Counties of Cumberland, Dauphin, and York, Fairview Township, and Lower Swatara Township. Accordingly, SARAA qualifies as a General Purpose Unit of Local Government as defined under 2 CFR § 200.1. A letter from SARAA’s solicitor (Enclosure 1) detailing its eligibility along with the Certificate of Incorporation from the Commonwealth of Pennsylvania (Enclosures 2-3) and Articles of Incorporation (Enclosure 4) are included with this submission.

b. A statement of the applicant’s 501(c)(4) tax-exempt status and, if applicable, legal opinion regarding lobbying activities

SARAA does NOT have 501(c) (4) tax-exempt status.

2. Previously Awarded Cleanup Grants

SARAA affirms that the Project Site has not received funding from a previously awarded EPA Brownfields Cleanup Grant.

3. Expenditure of Existing Multipurpose Grant Funds

SARAA does not have an open EPA Brownfields Multipurpose Grant.

4. Site Ownership

SARAA is the sole owner of the Project Site, commonly known as Crawford Station. SARAA acquired the property on May 3, 1999, as documented in the Dauphin County Tax Claim Bureau Deed. A copy of the deed and the Realty Transfer Tax Statement of Value are included with this submission (Enclosure 5).

5. Basic Site Information

Identify the name of the site

The name of the site is Crawford Station.

Identify the address of the site, including zip code.

The Project Site is located within the Harrisburg International Airport (“HIA” or “Airport”). For reference purposes, the Airport address is 1 Terminal Drive, Middletown, PA 17057. The legal property description for the Project Site, as reflected in the Dauphin County Realty Transfer Tax Statement of Value and Tax Claim Bureau Deed, identifies the property as located “West of Fisher Avenue”.

6. Status and History of Contamination at the Site

Identify whether this site is contaminated by hazardous substances or petroleum.

- The Project Site is contaminated by hazardous substances, as defined under CERCLA.

- Identified contaminants are primarily associated with coal combustion residuals and historic industrial operations, including arsenic-impacted soils in former coal ash settling ponds.
- Petroleum-related contamination previously identified at the Project Site has been fully addressed and remediated under Pennsylvania’s Land Recycling (“Act 2”) Program.

Identify the operational history and current use(s) of the site.

- **1920–1977:** The Project Site is developed and operated by Met-Ed as the Susquehanna River Station, later renamed the Crawford Generation Station; one of the first large-scale U.S. power plants to utilize pulverized coal, later converted to oil-fired generation.
- **1977:** Power generation ceased following the 1973 oil embargo, increasingly stringent environmental regulations, and the opening of the Three Mile Island Nuclear Generating Station located directly across the Susquehanna River from HIA.
- **1982–1991:** Property acquired by Marileno Corporation; salvage activities conducted by its subsidiary, Cuyahoga Wrecking Company, which later declared bankruptcy.
- **1993:** Pennsylvania Department of General Services assumed control of the Project Site following bankruptcy.
- **1999–Present:** The Project Site acquired by SARAA through a judicial tax sale. Today, the Project Site remains vacant with no structures.

Identify environmental concerns, if known, at the site.

Contamination at the Project Site resulted from historic coal-fired power generation activities conducted between approximately 1920 and 1977, including the handling and disposal of coal ash and fuel-related materials. Environmental investigations conducted over several decades have documented the nature and extent of contamination, including the following key findings:

- **Environmental Assessment – GAI Consultants, Inc. (1986):** Identified petroleum-impacted soils and groundwater impacts, including trichloroethene (“TCE”) detected in one monitoring well. Documented the presence of fuel oil tanks, transformers, and asbestos-containing materials associated with the former power plant structures. Transformer oils were determined to be non-PCB (<50 ppm), although trace PCBs were present.
- **Phase I Environmental Site Assessment – Enviro-Products, Inc. (1995):** Identified numerous electrical transformers and fly ash disposal areas. Recommended further investigation to address coal ash, asbestos-containing materials, and potential soil contamination.
- **Phase II/III Investigation – Epsys Corporation (1995):** Confirmed the presence of arsenic-impacted surface soils in former coal ash settling ponds. Detected TCE, aluminum, manganese, and other metals in groundwater at concentrations above applicable standards. Identified petroleum hydrocarbons and PCBs in sludge associated with historic plant operations. Determined that groundwater contamination did not pose a current exposure concern due to the absence of groundwater use at the Project Site.

- **Baseline Environmental Report – ARM Group Inc. (2003):** The Baseline Environmental Report (“BER”) informed the Project Site’s enrollment in Pennsylvania’s Act 2 Program under the Special Industrial Area (“SIA”) provisions. The BER documented arsenic and selenium concentrations above applicable standards in ash residue and soils within former ash settling ponds. Confirmed petroleum-related impacts associated with former ASTs and USTs, which were addressed through removal and closure. **Concluded that the remaining exposure concern was direct contact with arsenic-impacted soils.**
- **Land Recycling Program Voluntary Cleanup Special Industrial Area (SIA) Consent Order & Agreement (CO&A) Remedial Obligations – SARAA (2014):** Under standard SIA protocols of the PA voluntary cleanup program, PADEP and SARAA entered into a ***non-enforcement*** CO&A to document completion of all remedial obligations under the Act 2 SIA process, including tank removals and ash residue removal from smokestack foundations. **PA DEP confirmed that the sole remaining remedial obligation is the elimination of direct contact exposure to arsenic-impacted soils in former coal ash settling ponds.**

Identify how the site became contaminated, and to the extent possible, describe the nature and extent of the contamination.

- The Project Site became contaminated as a result of historic coal-fired power generation activities conducted between approximately 1920 and 1977, when the property operated as the Susquehanna River Station, later known as the Crawford Generation Station.
- During decades of operation, coal combustion residuals (“coal ash”) and fuel-related materials were managed and disposed of on site in accordance with practices common at the time, including placement of ash in on-site settling ponds.

Environmental investigations conducted since the mid-1980s have documented contamination primarily associated with these historic activities, as summarized below:

- Arsenic-impacted soils associated with coal ash in former ash settling ponds.
- Historic petroleum-related contamination associated with former aboveground and underground storage tanks.
- Localized historic detections of metals and organic compounds in soil and groundwater related to former industrial operations.

The remaining contamination is limited in scope and confined to four former coal ash settling ponds located within discrete areas of the Project Site.

- The two largest ash settling ponds are approximately 4 acres each, with two smaller ponds measuring approximately 2.5 acres and 0.25 acre, respectively. An estimated 123,800 cubic yards of coal ash is present.
- The ash settling ponds have been partially covered with soil; however, coal ash remains in place beneath existing cover, creating a potential direct contact exposure pathway.

- *Mitigation of the last remaining remedial obligation is the focus and scope of work of this current EPA Cleanup Grant application.*

7. Brownfield Site Definition

SARAA affirms the following:

- The Project Site is not listed or proposed for listing on the National Priorities List.
- The Project Site is not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA.
- The Project Site is not subject to the jurisdiction, custody, or control of the U.S. government.

8. Environmental Assessment Required for Cleanup Grant Application

Numerous environmental investigations at the Project Site have been conducted, including:

- 1986: Environmental Assessment prepared by GAI Consultants, Inc. for the PennDOT Bureau of Aviation.
- 1995: Phase I Environmental Site Assessment conducted by Enviro-Products, Inc.
- 1995: Phase II/III Investigation completed by Epsys Corporation, documenting petroleum-related materials, storage tanks, coal ash, and arsenic-impacted soils.
- 2003: Baseline Environmental Report prepared by ARM Group Inc.
- 2025: A Phase I ESA was completed in July 2025 by KU Resources.
- 2025: A Phase II ESA, prepared by KU Resources, is currently underway with an anticipated completion date of January 2026.
- 2025: A Remedial Workplan, developed by KU Resources for the ash pits, which is the final remedial obligation as required under the Consent Order & Agreement, is currently underway with an anticipated completion date of January 2026.

9. Site Characterization

A letter of acknowledgement from PA DEP for SARAA's application is included with this submission (Enclosure 6). The letter affirms the following:

- SARAA has requested or will request PADEP oversight for the site.
- The site is eligible to be overseen by a PADEP program or office and is already entered into the PA Voluntary Cleanup Program; and
- Additional assessment is NOT needed to sufficiently characterize the site for the remediation work to begin. Remedial design work is underway.

A Remedial Workplan, developed by KU Resources for the ash pits, which is the final remedial obligation as required under the Consent Order & Agreement, is currently underway with an anticipated completion date of January 2026. SARAA affirms there will be a sufficient level of

site characterization from the environmental site assessment performed by June 15, 2026, for the remediation work to begin on the Project Site.

10. Enforcement or Other Actions

SARAA affirm there are no known ongoing or anticipated environmental enforcement or other actions related to the Project Site for which Brownfields Grant funding is sought.

11. Sites Requiring a Property-Specific Determination

SARAA affirms that the Project Site does not need a Property-Specific Determination.

12. Threshold Criteria Related to CERCLA/Petroleum Liability

a. Property Ownership Eligibility – Hazardous Substance Sites

a. ii. EXCEPTIONS TO MEETING THE REQUIREMENTS FOR ASSERTING AN AFFIRMATIVE DEFENSE TO CERCLA LIABILITY

Publicly Owned Brownfield Sites Acquired Prior to January 11, 2002

SARAA provides the following information to demonstrate qualification for the exception at CERCLA § 104(k)(3)(E):

Describe in detail the circumstances under which the property was acquired.

- The Project Site, commonly known as Crawford Station, was formerly used for electric power generation and had been abandoned following cessation of operations in 1977.
- After periods of private ownership, salvage activities, and bankruptcy of prior owners, the property was assumed by the Commonwealth of Pennsylvania through the Pennsylvania Department of General Services.
- In order to protect long-term aeronautical development needs and future expansion of HIA, SARAA acquired the Project Site through a judicial tax sale administered by the Dauphin County Tax Claim Bureau.
- SARAA acquired the property for public purposes, including airport safety, operational needs, and future aviation-compatible development.

Provide the date on which the property was acquired.

SARAA acquired the Project Site on May 3, 1999, as documented in the Dauphin County Tax Claim Bureau Deed. A copy of the deed and the Realty Transfer Tax Statement of Value are included with this submission (Enclosure 5).

Identify whether all disposal of hazardous substances at the site occurred before you acquired the property.

- All disposal of hazardous substances at the Project Site occurred prior to SARAA's acquisition.

- Contamination is associated with historic coal-fired power generation and related industrial activities conducted by prior owners and operators between approximately 1920 and 1977.
- No industrial operations, waste disposal activities, or releases of hazardous substances have occurred at the Project Site since SARAA acquired the property in 1999.

Affirm that you have not caused or contributed to any release of hazardous substances at the site.

- SARAA affirms that it has not caused or contributed to any release or threatened release of hazardous substances at the Project Site.
- Following acquisition, SARAA voluntarily enrolled the Project Site in Pennsylvania’s Act 2 Program under the SIA provisions.
- Based on PA DEP’s approval of the Baseline Environmental Report, SARAA entered into a Consent Order and Agreement (“CO&A”) with PA DEP on July 30, 2003, which expressly affirms that SARAA did not cause or contribute to contamination at the Project Site.
- The CO&A is directly related to the Act 2 SIA process and is not an enforcement action.

Affirm that you have not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

- SARAA affirms it has not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

13. Cleanup Authority and Oversight Structure

PA DEP will have authority and oversight of cleanup activities at the Project Site. Cleanup activities will be conducted under Pennsylvania’s Act 2 Program using the SIA provisions, which provide a state response program specifically designed for publicly owned industrial properties transitioning to reuse. SARAA will comply with all applicable federal and state environmental laws and regulations and will ensure that the cleanup is protective of human health and the environment.

The Project Site has been enrolled in Act 2 since 1999, and PA DEP has provided ongoing regulatory oversight, including approval of the Baseline Environmental Report and confirmation of completed remedial obligations. The remaining cleanup activities proposed under this EPA Brownfields Cleanup Grant will be implemented in coordination with PA DEP and documented in accordance with Act 2 requirements, including confirmation sampling and reporting. Upon completion of cleanup activities, SARAA will submit the required documentation to PA DEP to demonstrate that the remedy is protective and that remaining remedial obligations have been satisfied.

SARAA is a municipal authority with extensive experience managing complex environmental and capital infrastructure projects at the Airport. SARAA will retain qualified professionals with brownfields and remediation experience to manage, oversee, and implement the cleanup activities at the Project Site. All technical services will be procured through open and competitive processes

in accordance with 2 CFR Part 200, EPA’s regulations at 2 CFR Part 1500, and SARAA’s procurement policies.

All cleanup activities will occur entirely within the boundaries of the Project Site, which is owned and controlled by SARAA. No access to adjacent or neighboring properties is anticipated to be necessary to conduct cleanup activities, confirmation sampling, or monitoring.

14. Community Notification

Draft Analysis of Brownfield Cleanup Alternatives

A copy of the Draft Analysis of Brownfield Cleanup Activities (“ABCA”) and a recommended solution were presented in a public meeting on Monday, January 13, 2026.

Community Notification Ad

SARAA placed a Legal Notice in PennLive on Monday, December 30, 2025, to provide the community with notice of its intent to apply for EPA Brownfields Cleanup funding. In addition, SARAA posted the advertisement for the public meeting on its website. A copy of the notice and affidavit from the publisher is included with this submission. (Enclosure 7).

Public Meeting

A hybrid public meeting was held from 10 AM to 12 PM on Tuesday, January 13, 2026 at SARAA’s 3rd Floor Conference Room at HIA, located at 1 Terminal Drive, Suite 300 Middletown, PA 17057. The public meeting was also available for attendees via Microsoft Teams. The public meeting was held to discuss the cleanup activities, the Draft Grant Application, and ABCA. Louis Pirozzi, P.E, Deputy Director of Engineering and Planning, presented the findings of the ABCA and was available to answer any questions regarding the ABCA or the cleanup at the Project Site. 1 member of the community was officially registered via the Microsoft Teams link.

The ABCA was completed using funding from Dauphin County Redevelopment Authority’s EPA Brownfield Assessment Program grant. KU Resources was hired by Dauphin County Redevelopment Authority as their QEP and to perform technical work through the grant.

No comments were received from the public either during the public meeting or via any other communication method advertised regarding the Draft Grant Application and ABCA. A copy of the agenda, presentation, sign-in sheets, and meeting minutes are included with this submission (Enclosures 8-11).

Submission of Community Notification Documents

The following documents are included with this submission.

- Copy of the Draft ABCA, KU Resources, prepared in December 2025 (Enclosure 8)
- Copy of the Legal Notice in Penn Live from December 30, 2025 (Enclosure 9)

FY2026 EPA Brownfields Cleanup Grant – Threshold Criteria for Brownfields Cleanup Grant
Susquehanna Area Regional Airport Authority | Middletown, Pennsylvania

- Other than general discussion during the public meeting, no specific comments or questions needing to be addressed in writing were received during the comment period ending on January 12, 2025.
- Meeting Agenda (Enclosure 10)
- Meeting Sign-In Sheets (Enclosure 11)
- Meeting Presentation (Enclosure 12)
- Meeting Minutes (Enclosure 13)

15. Contractors and Named Subrecipients

N/A - SARAA has not procured Contractors for the work to be conducted under this grant.

N/A – SARAA does not have any Named Subrecipients for this grant.



Pennsylvania
**Department of
Environmental Protection**

December 17, 2025

Mr. Louis J. Pirozzi
Susquehanna Area Regional Airport Authority
One Terminal Drive, Suite 300
Middletown, PA 17057

RE: US EPA Brownfields Cleanup Proposal | State Letter of Acknowledgement
Crawford Station Coal Fired Power Plant Cleanup Project
Susquehanna Area Regional Airport Authority
Dauphin County, Pennsylvania

Dear Mr. Pirozzi:

The Pennsylvania Department of Environmental Protection (PADEP) acknowledges that Susquehanna Area Regional Airport Authority (SARAA) plans to conduct the cleanup of a brownfield site and is applying for an FY26 EPA Brownfields Cleanup Grant.

SARAA has developed an application requesting site-specific federal Brownfields Cleanup funding for the former Crawford Station Coal Fired Power Plant located at Fisher Ave and Susquehanna St, Middletown, PA 17057.

Pennsylvania DEP affirms that:

- i. SARAA has requested or will request PADEP oversight for the site;
- ii. The site is eligible to be overseen by a PADEP program or office; and
- iii. Additional assessment is needed to sufficiently characterize the site for the remediation work to begin.

If you have any questions, please contact John Gross by email at johngross@pa.gov or by telephone at 717-783-7502.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Maddigan".

Michael Maddigan
Land Recycling Program Manager
Bureau Environmental Cleanup and Brownfields