



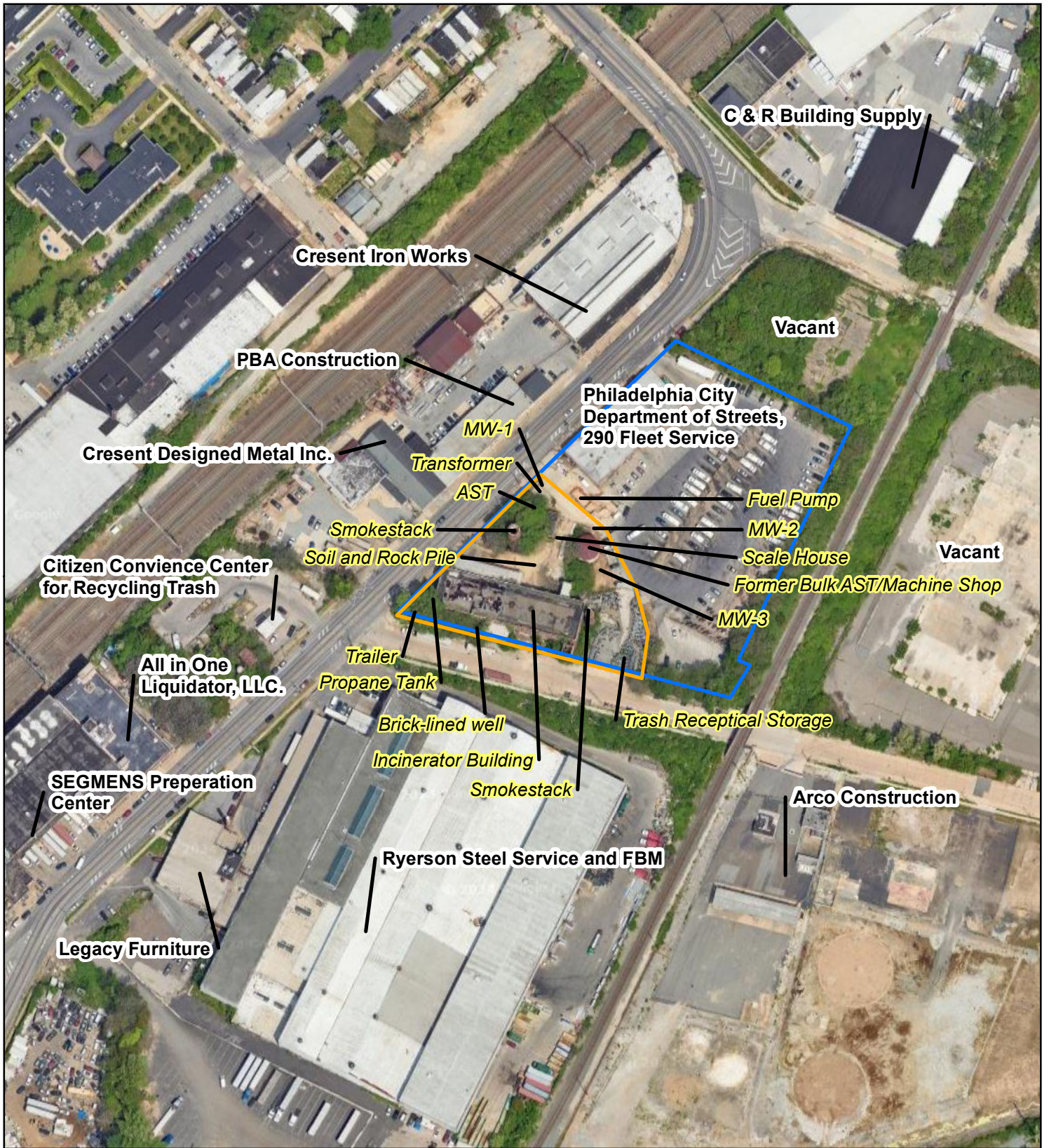
R03-26-C-006

5022 GRAYS AVENUE CLEANUP
APPLICATION INFORMATION SHEET

- 1. Applicant Identification: Southeastern Pennsylvania Transportation Authority (SEPTA)
1234 Market Street Philadelphia, PA 19107-3780
2. Website URL: www.septa.org
3. Funding Requested:
a. Grant Type: Single Site Cleanup
b. Federal Funds Requested: \$4,000,000
4. Location: Philadelphia (Philadelphia County), Pennsylvania
5. Property Information:
a. Property Name: 5022 Grays Avenue
b. Site Address: 5022 Grays Avenue Philadelphia, PA 19143
6. Contacts:
a. Project Director: Anna Hooven, Chief of Program Delivery
(215) 580-8882
ahooven@septa.org
1234 Market St., 12th Floor
Philadelphia, PA 19107
b. Chief Executive: Scott A. Sauer, General Manager
(215) 580-8100
ssauer@septa.org
1234 Market St., 10th Floor
Philadelphia, PA 19107
7. Population: 1,603,797 [Philadelphia, PA; 2020 Decennial Census]
8. Other Factors:

Table with 2 columns: Other Factors, Page #. Contains 3 rows of text regarding project documentation and site reuse.

- 9. Releasing Copies of Applications: Not applicable



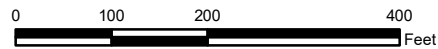
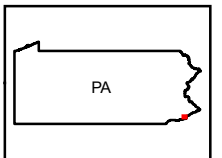
Legend

- Subject Property
- Parcel Number 884218517



NAD 1983 State Plane Pennsylvania South
Lambert Conformal Conic
Linear Unit: U.S. Foot

References:
USGS 7.5' Topographic Maps:
Philadelphia, PA (2023)



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Conshohocken, PA 19428
Phone: (610) 832-3500 Fax: (610) 832-3501

Job: 60706487

Prepared by: ORM

Checked by: JM

Date: 6/26/2024

FIGURE 2
Site Plan Map
Southeastern Pennsylvania Transportation Authority
5014 Grays Avenue
Philadelphia, Pennsylvania, 19143



5022 GRAYS AVENUE CLEANUP NARRATIVE / RANKING CRITERIA

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Target Area and Brownfields

a. Overview of Brownfield Challenges and Description of Target Area

Southwest Philadelphia has a long history of industry and manufacturing. The **Lower Schuylkill** area in particular was once a hub for manufacturing activity and other heavy industry, and is still zoned almost entirely for industrial uses. The Schuylkill River bisects the area, which lies south of University City. The area is bounded by I-76 to the east, I-95 and the Philadelphia International Airport to the southwest, and the Navy Yard on the southeast. The western edge of the area, along Lindbergh Boulevard, includes a diverse mix of commercial, light industrial and residential uses. The west bank of the Schuylkill River features Bartram's Garden, a national historic site, which hosts community events and provides green spaces and trails.

Unfortunately, the Lower Schuylkill area lost many major employers following World War II, as facilities relocated to more spacious locations outside the city. This left behind numerous vacant and under-used brownfield properties with aging infrastructure that require extensive environmental remediation. The contraction of the industrial sector resulted in lost jobs and declining tax revenue. Hazardous substances left behind by former industrial sites remain a threat to the health of nearby residents, especially children and the elderly. Non-riverfront areas are characterized by poor aesthetics and large amounts of impervious surfaces, contributing to a sense of isolation. Because of the high costs and complexity associated with environmental remediation, many properties have remained vacant, posing an ongoing deterrent to redevelopment.

Within the Lower Schuylkill, the **Grays Avenue / Lindbergh Boulevard corridor** is a major thoroughfare for vehicle, trolley and non-motorized traffic. Grays Avenue is part of the City of Philadelphia's **High Injury Network**, which identifies corridors with highest rates of traffic fatalities and serious injuries per mile. The corridor acts as a barrier that keeps residents from safely traveling and enjoying amenities like Bartram's Garden and the Schuylkill River Trail and accessing neighborhood retail. Community stakeholders have identified significant challenges including speeding, short dumping, abandoned vehicles, tractor trailer storage and auto-body shop overflow, leading to unsafe or blocked pedestrian and bicycle facilities. The current intersection at Grays Avenue and 51st Street is skewed at an angle and unsignalized, making it difficult to cross safely and impeding vehicular turning movements. The brownfield at **5022 Grays Avenue**, a vacant trash incineration site, contributes to dumping and blight at this intersection. Environmental contamination at the site creates an unhealthy environment for nearby street and transit users.

The historic trolley network has long shaped the growth and identity of Southwest Philadelphia. SEPTA's T5 (Route 36 trolley) travels along Grays Avenue and Lindbergh Boulevard. The existing T5 stop on Grays Avenue at 51st Street does not have any passenger amenities, such as a shelter or bench. The nearby brownfield at 5022 Grays Avenue, with its derelict structures and refuse, discourages transit use at this location.

Residents and property owners have expressed an urgent desire for a transformation of this corridor to include new trolley stations, simplified intersections, streetscape elements like lighting and street trees, and development supporting walkability and transit use. Although the Philadelphia Industrial Development Corporation (PIDC) has been actively acquiring and remediating contaminated sites to the north and south of Bartram Village and Bartram's Garden, remaining brownfields continue to create a barrier to neighborhood redevelopment and implementation of trolley modernization in this corridor.

The EPA Brownfield Cleanup Grants represent an important tool in the redevelopment toolbox by helping to address legacy pollution and return sites to productive uses. SEPTA is seeking EPA Brownfield Cleanup funding to remediate a Lower Schuylkill brownfield site at **5022 Grays Avenue** and re-use the property in support of its



Trolley Modernization program. The proposed grant will provide for environmental remediation at the site, reducing public health threats associated with contamination, and addressing welfare issues such as dumping and vandalism. The proposed site re-use will address traffic safety challenges at Grays Avenue and 51st Street while improving transit service in the neighborhood. The site re-use will increase the economic development potential of the area, creating a more appealing entrance to the proposed Lower Schuylkill Innovation Campus.

b. Description of the Proposed Brownfield Site

The subject brownfield property, **5022 Grays Avenue** (a subdivided portion of 5014 Grays Avenue), is located on the northeast corner of the intersection of Grays Avenue and 51st Street in the Kingsessing neighborhood of Southwest Philadelphia. The site was historically used as a **municipal waste incinerator** and trash transfer station from the 1920s through the 1980s. Prior to that, the property operated as a coal yard. The property is currently vacant. The large, abandoned incinerator building remains on site, creating a significant eyesore in the neighborhood. The site includes paved and unpaved surfaces, with overgrown vegetation, a large above-ground storage tank, and a variety of trash. The condition of the property does not currently encourage investment in the Lower Schuylkill District for the proposed advanced manufacturing and biotech developments.

Past uses have left a legacy of contamination. Environmental investigations conducted for due diligence purposes have documented the presence of residual contamination associated with past operations. These investigations identified metals (lead, arsenic, iron) in surface and near-surface soils at concentrations above Pennsylvania Department of Environmental Protection (PADEP) non-residential Medium Specific Concentrations (MSCs). Semi-volatile organic compounds (SVOCs) were also detected in soils at lower levels consistent with historic fill and ash. Based on previous soil sampling results, the quantity of soil above levels of concern is estimated at approximately 85.5 cubic yards (128.2 tons) between two Areas Of Environmental Concern (AOCs). Additional sampling and characterization planned and conducted under the PADEP Act 2 program will further refine the extent of contamination and volumes of soil requiring management. Groundwater sampling indicated the presence of SVOCs (fluorene, naphthalene, phenanthrene, pyrene) and metals (manganese and lead). However, this project area will not use, disturb, or rely on groundwater in any way. Groundwater use will be permanently prohibited through a recorded restriction (Act 2 Environmental Covenant), and the project design does not involve digging or activities that would interact with groundwater.

Revitalization of the Target Area

c. Reuse Strategy and Alignment with Revitalization Plans

SEPTA has acquired the brownfield at 5022 Grays Avenue for clean-up and re-use to support the [Trolley Modernization](#) program. SEPTA is replacing its fleet of 40+ year old trolleys with modern, accessible streetcars. Supported by a RAISE grant from the U.S. Department of Transportation, SEPTA and the City of Philadelphia will implement trolley modernization and complete streets improvements in Southwest Philadelphia to improve safety, accessibility and state of good repair. SEPTA is currently designing a new **Heavy Maintenance Facility** for trolleys, a critical piece of the Trolley Modernization program, to be constructed on Grays Avenue. This new facility is required to store and maintain the modern trolleys and dispatch daily revenue service. The entrance to the Heavy Maintenance Facility will be located at Grays Avenue near the existing 51st Street location. As part of the project, 51st Street will be realigned to the north side of the subject property to improve the safety and function of the intersection. Part of the subject brownfield property will become part of SEPTA's Heavy Maintenance Facility site, and part will become the realigned 51st Street. The site is not located in a FEMA-designated flood plain.

This project is guided by the "[Blossom at Bartram Complete Streets Project](#)" (2023), which was completed in collaboration with PIDC and led by a steering committee that included local stakeholders such as the Delaware Valley Regional Planning Commission (DVRPC), Pennsylvania Department of Transportation, the City of Philadelphia, Schuylkill River Development Corporation, Bartram's Garden, the Local Initiatives Support



Coalition (LISC), and the Knight Foundation. Additional participating community groups are noted in the acknowledgements. The extensive community engagement process included 16 different events over the course of the project. Outreach techniques included mailers, flyers, door-to-door canvassing, social media, online survey, pop-up events, and virtual meetings. Community input informed the development of alternatives and prioritization of improvements. SEPTA's Heavy Maintenance Facility is described in the "Blossom at Bartram" [final report](#) (p.11). The realignment of 51st Street is included in Alternative 3 (p.43).

Community participants in the "Blossom at Bartram" project identified **safety improvements** as a high priority for this corridor, including better pedestrian infrastructure, as well as accessible trolley platforms and street trees. The proposed re-use of the 5022 Grays Avenue site addresses these priorities, re-aligning 51st Street to make the intersection safer and improving infrastructure for pedestrians, motorists and transit users. SEPTA will also construct a new, accessible trolley station on Grays Avenue that includes passenger amenities. The proposed project is consistent with SEPTA's FY 2026 Capital Budget and 12-Year Capital Program.

The Lower Schuylkill area is a prime candidate for economic revitalization due to its proximity to University City and Center City Philadelphia, multimodal transportation access, and the large scale of the available parcels. The [Lower Schuylkill Master Plan](#) (2013) studied this extensively, and laid out a long-term vision for a high-quality, comprehensive transformation into a modern and vibrant economic district. This will include new research, production, distribution and industrial facilities, with new roads, recreational trails, and comprehensive stormwater management. The PIDC is actively preparing the [Lower Schuylkill Innovation Campus \(LSIC\)](#), which totals 40 acres and is expected to attract thousands of new, high-quality jobs. The proposed brownfield site falls within the Lower Schuylkill Master Plan's Innovation District, which was prioritized for early redevelopment. The University Southwest District Plan, part of the city's Comprehensive Plan (Philadelphia2035), incorporates the recommendations of the Lower Schuylkill Master Plan and highlights the importance of the trolley network in this neighborhood, inclusion of stormwater infrastructure, and improving the tree canopy along key corridors.

d. Outcomes and Benefits of Reuse Strategy

The proposed brownfields cleanup project will support SEPTA's **Trolley Modernization** project, which will improve overall accessibility and efficiency of the trolley routes in this neighborhood. Realigning the street will enhance the safety of the intersection at 51st Street and Grays Avenue through improved pedestrian and bicycle crossing infrastructure. The new trolley station will provide the neighborhood with accessible trolley service, improving access to affordable public transportation. Streetscape enhancements including lighting and plantings will benefit all street users, improving visibility, stormwater management and aesthetic appeal.

As a result of cleaning up the brownfield at 5022 Grays Avenue and adding new and improved infrastructure, the intersection at Grays Avenue and 51st Street will become a more appropriate gateway to the proposed **Lower Schuylkill Innovation Campus (LSIC)**. The new infrastructure and improved trolley service will entice new commercial enterprise and encourage investment in the development. The LSIC will attract good-paying jobs to the target corridor, creating new employment opportunities for residents and generating new tax revenue. The proposed project complements previous EPA-funded brownfield efforts in Southwest Philadelphia.

The project will improve local resilience to the impacts of extreme weather events and natural disasters through improved **stormwater management**. As part of the site re-use, SEPTA will be creating a new stormwater management system at 5022 Grays Avenue and will add new vegetation for buffering the perimeter of the site, which will contribute to stormwater management. The Heavy Maintenance Facility will also incorporate a green roof. This will help manage rainfall from heavy precipitation events and reduce the potential for local flooding.

Re-use of the site will incorporate **energy efficiency measures**. SEPTA is designing the heavy maintenance facility to meet LEED Gold standards. Some of the energy-saving features include rainwater management, indoor water use reduction, and optimized energy performance.



Strategy for Leveraging Resources

e. Resources needed for site characterization

SEPTA is funding environmental assessment activities at the site using its own state and local capital funding. In the event that additional site characterization is needed before remediation can continue, SEPTA will fund additional activities using state and local capital funding (secured; see attached letter of financial commitment). This includes state Section 1514 Asset Improvement funds from the Commonwealth of Pennsylvania matched with local capital funds from the City of Philadelphia and surrounding counties, which are provided via the annual capital budget process.

f. Resources needed for site remediation

The total estimated cost for the 5022 Grays Avenue demolition and environmental cleanup is \$8,016,662. SEPTA is requesting EPA funding in the amount of \$4,000,000 as outlined below. SEPTA will fund remaining costs for cleanup, including 3rd party construction management and program management, using its state and local capital funds (secured). State Section 1514 Asset Improvement funds are provided by the Commonwealth of Pennsylvania, and local matching funds are provided by Philadelphia and surrounding counties. A letter of financial commitment for this leveraged funding is attached.

g. Resources needed for site reuse

The heavy maintenance facility and the new trolley station are included in SEPTA's FY 2026 Capital Budget and 12-Year Capital Program under the Trolley Modernization Program. Construction of the heavy maintenance facility project will be funded using SEPTA's state and local capital funds (planned). Construction of the new trolley station on Grays Avenue will be funded by SEPTA's federal RAISE grant from the U.S. Department of Transportation for the "Southwest Philadelphia Trolley Modernization and Complete Streets Project" (award pending obligation) matched by SEPTA's state and local capital funds (planned).

h. Use of Existing Infrastructure

This grant will facilitate the use of the existing transportation infrastructure at the site, including the existing SEPTA T5 (Route 36) trolley service. The T5 provides service connecting 13th and Market Streets in Center City Philadelphia and Eastwick in Southwest Philadelphia. Service operates seven days a week, 24 hours a day. SEPTA will be modernizing this trolley route as part of its Trolley Modernization program. New stations will be constructed with additional passenger amenities, making service faster, more reliable, and ADA-compliant.

The proposed reuse of the site requires realignment of 51st Street and transportation infrastructure upgrades including installation of new sidewalks, crosswalk and bike lane. SEPTA will fund the relocation of 51st Street to the north side of the 5022 Grays Avenue parcel, including earthwork, as part of the Heavy Maintenance Facility project using its state and local capital funds (planned). Associated utility improvements (to be funded by SEPTA) include new overhead utility lines and poles, water main, gas main, stormwater inlet and fire hydrant. The existing sewer main at 51st Street is expected to remain in place. SEPTA will undertake these improvements in collaboration with the Philadelphia Streets Department and relevant utility providers.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

Community Need

a. The Community's Need for Funding

This grant will provide necessary resources to remediate 5022 Grays Avenue, since the community has an inability to draw on other sources of funding due to low income. The City of Philadelphia is an Area of Persistent Poverty, as defined by the U.S. Department of Transportation. The Lower Schuylkill area in Southwest Philadelphia, where 5022 Grays Avenue is located, is a **low-income community**. The neighborhood has a low-income population that is well above average for the region, according to the DVRPC "Indicators of Potential Disadvantage" (IPD) map tool. In Census Tract 391, the median household income is only \$24,963, compared



with \$60,302 for the City of Philadelphia and \$77,719 nationally.

b. Health or Welfare of Sensitive Populations

The Lower Schuylkill area in Southwest Philadelphia is home to several sensitive populations. In addition to **low-income households** described above, this is a **minority** community. In census tract 391, 94% of residents identify as Black / African-American, 3% as two or more races, and 3% as Hispanic (any race). Additionally, there is an above-average population of **youth who are under 18 years old** (32% in tract 391, compared with a national average of 22%). Traffic safety is critically important to the welfare of this demographic, as they may be more likely to use transit, walk or bike to their destination. Grays Avenue is part of the city's High Injury Network, and there were 16 reported crashes (2 with serious injuries) during 2018-2022. The proposed re-use of the site will improve traffic safety at 51st Street, and provide additional protections for motorized and non-motorized users, including sensitive populations. This will reduce the potential for traffic injuries and fatalities. The cleanup project will directly address other welfare issues impacting the community, including dumping and vandalism.

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

Exposure to harmful substances at brownfields is a risk factor for adverse health effects. There is a high prevalence of **asthma** in the Lower Schuylkill area, exceeding the national average. In tract 391, the estimated prevalence of asthma among adults was 15.2% compared with a national average of 10.9%, according to the CDC PLACES / Current Asthma data. Arsenic exposure has been linked to asthma symptoms in medical studies. Exposure to airborne pollutants and chemicals, including semi-volatile organic compounds (SVOCs), can exacerbate asthma. This grant will provide funds to clean up the brownfield site at 5022 Grays Avenue, which is contaminated with both arsenic and SVOCs. The proposed cleanup will remove a potential exposure pathway to these pollutants, creating a healthier environment for individuals suffering from asthma.

There is also a high prevalence of **elevated blood lead levels** in this area. Zip code 19143 had among the highest percentages of children with blood lead levels exceeding 5 µg/dl in Philadelphia, according to City of Philadelphia data. Children are especially vulnerable to the negative health impacts of lead poisoning. Environmental studies have indicated that the soil at the proposed cleanup site is contaminated with lead. Remediating and capping the brownfield at 5022 Grays Avenue will reduce the community's exposure to lead.

d. Economically Impoverished / Disproportionately Impacted Populations

Residents in census tract 391 are economically impoverished compared with the nation as a whole, with 51.9% of persons living below the poverty line compared with 12.5% nationally. This grant to clean up the brownfield at 5022 Grays Avenue will enhance economic development efforts in the area by creating a cleaner and more appealing gateway to the new LSIC. The resulting new employment opportunities will provide additional local jobs for economically impoverished residents, potentially increasing household income. The proposed reuse of the site will increase residents' access to employment throughout the Philadelphia region via faster, more accessible trolley transit.

Residents of the Lower Schuylkill area are disproportionately impacted by proximity to brownfields. The EPA "Cleanups in My Community" map tool identifies four EPA-designated brownfield properties and one RCRA hazardous waste site within a half mile radius of 5022 Grays Avenue. The proposed cleanup will reduce resident exposure to brownfields and their negative health and welfare impacts.

Community Engagement

e. Project Involvement

SEPTA will solicit and use assistance and information from a broad range of entities including community-based organizations, neighborhood associations, local businesses and business associations, educational institutions, workforce and job-training partners, municipal and governmental partners, local and state elected officials, and ward leaders. These groups will be continuously informed and engaged regarding the re-use of the 5022 Grays Avenue site.



f. Project Roles

The table below outlines highlighted groups to be involved and their roles.

Name of organization / entity / group and Point of Contact (POC)	Entity’s Mission	Involvement / Assistance Provided
2nd City Council District POC: Tiphonie White Tiphonie.white@phila.gov	Office of Council President Kenyatta Johnson, Philadelphia City Council; Represent constituents of the 2nd City Council District.	Provide SEPTA with guidance on the engagement strategy and necessary buy-in, assist with public awareness and support community meeting turnout by sharing invitations with constituents; help elevate community concerns and facilitate coordination with key community partners and city departments as needed.
3rd City Council District POC: Andrew Goodman Andrew.goodman@phila.gov	Office of Councilmember Jamie Gauthier; Represent constituents of the 3rd City Council District.	Assist with resident engagement and business outreach; help with the distribution of flyers and informational materials.
Southwest CDC POC: Donna Henry donna@southwestcdc.org	Provides services and programs to support residents of Southwest Philadelphia including economic development, employment and workforce development, housing counseling, and after-school programming.	Assist with resident engagement and business outreach; help with the distribution of flyers and informational materials.
Empowered CDC POC: Xeyah Martin Xeyah@empoweredcdc.com	Revitalization, development, and growing Philadelphia from the inside out.	Assist with resident engagement and business outreach; help with the distribution of flyers and informational materials.
Philadelphia Housing Authority (PHA) POC: Sasha Mendez Sasha.Mendez@pha.phila.gov	Provides safe and decent affordable housing for more than 80,000 low-income residents of Philadelphia.	Provision of resident perspectives and outreach/engagement support.
Streets in Southwest Convening (SISW) POC: Vaughn Ross vaughn@rvesticonsulting.com	A recurring forum that brings together community leaders, non-profit organizations, city agencies to exchange updates, align efforts, and foster collaboration across development projects, resources, and initiatives impacting Southwest Philadelphia.	Cross-sector coordination; facilitation of engagement-related partnerships and collaboration.
Bartram’s Garden POC: Maitreyi Roy mroy@bartramsgarden.org	To co-create equitable relationships among people and nature through immersive, community-centered experiences that activate the Bartram legacy, Garden, and House, on land and on the Schuylkill River, in Southwest Philadelphia.	Support on outreach/engagement events and gathering public feedback.
PIDC POC: Julie Cohen Jcohen@pidcphila.com	To grow a global economy through economic development that ultimately achieves a high quality of life for all who live and work in Philadelphia.	Co-ordination on redevelopment planning; design advisory, and outreach alignment.

g. Incorporating Community Input

During the EPA-funded brownfields project, SEPTA will use a variety of methods to communicate progress with the community and stakeholders that are impacted by the project. The frequency and method for communications are outlined in the bullets below.

- **Method 1:** Virtual and in-person public meetings; **Frequency:** Held at key project milestones; **Audience:** Residents, riders, community members, elected officials, etc.



- **Method 2:** Pop-up events and tabling at community events; **Frequency:** Conducted during peak outreach and engagement periods for Trolley Modernization; **Audience:** Residents, riders, community members, elected officials, etc.
- **Method 3:** Mailers/flyers and informational brochures; **Frequency:** Distributed once a year or ahead of major project activities; **Audience:** Community organizations, near neighbors/property owners and neighborhood associations
- **Method 4:** SEPTA’s digital platforms (social media and website); **Frequency:** Updated on a rolling basis with major updates posted as needed to reflect new milestones, feedback opportunities, and engagement results; **Audience:** SEPTA riders and community stakeholders.

SEPTA’s proposed project responds to extensive community input received during the “Blossom at Bartram” study, including the desire for accessible transit stations, pedestrian facilities and road safety improvements in this corridor. The project will also incorporate stakeholder feedback that is being collected as part of the RAISE grant for the Southwest Philadelphia Trolley Modernization and Blossom at Bartram Complete Streets Project, including insights from the public via community events, door to door canvassing, survey data, and steering committee advisement. SEPTA will continue to meet regularly with community stakeholders, integrate input into design modifications, and provide timely updates through public meetings, newsletters, SEPTA’s digital platforms, and other accessible engagement materials to ensure transparency and accountability.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

a. Proposed Cleanup Plan

SEPTA’s proposed cleanup plan is designed to address residual contamination from historic incinerator and fuel-related activities and to prepare the 5022 Grays Avenue property for reuse as non-residential, transit-related infrastructure. SEPTA has submitted, and PADEP has approved, an Act 2 Remedial Investigation and Cleanup Plan Workplan for the property. The cleanup approach is consistent with the approved PADEP Act 2 Workplan. PADEP has accepted a remedial strategy focused on eliminating exposure pathways rather than removing soil. Under this approach, contaminated or potentially impacted soils will remain in place and be isolated from human contact through engineered surface controls (capping).

Contaminants of concern in soil include lead, arsenic, and iron at concentrations exceeding PADEP non-residential Medium Specific Concentrations (MSCs), with additional detections of semi-volatile organic compounds (SVOCs) consistent with fill and ash materials. Groundwater contains SVOCs (fluorene, naphthalene, phenanthrene, pyrene) and metals (manganese and lead); however, liability relief is not being pursued for groundwater under Act 2. No groundwater use or disturbance will occur during redevelopment, and an environmental covenant will prohibit its use in alignment with City ordinances. Because there is no exposure pathway, there is no practical groundwater risk to eliminate. Liability relief is being pursued for soil only under the Site-Specific Standard. The remedial approach consists of the following key measures:

- Demolition and removal of obsolete site structures (including the abandoned incinerator building, tanks, transformer, and associated appurtenances), with lead-based paint and asbestos abatement performed under appropriate regulations.
- Site capping using a clean fill cover system and engineered controls (roadway paving, trolley track alignment areas, hardscape, and perimeter landscaping) to eliminate direct contact with impacted soils.
- Institutional controls including a deed restriction/environmental covenant to prohibit groundwater use and restrict future site use to non-residential, transit-related activities.
- Risk management measures that ensure incomplete exposure pathways under the planned redevelopment. No enclosed structures are proposed, eliminating vapor intrusion concerns.

Once implemented, these measures will eliminate complete exposure pathways, contain residual



contamination, and ensure long-term protection of human health and the environment.

Description of Tasks/Activities and Outputs

Task/Activity 1: Demolition and Remediation Activities
<p>b. Project Implementation</p> <p>EPA-funded tasks / activities: Demolition of structures on site required to remediate the site. (1) Demo diesel fuel above-ground storage tank (AST), former bulk AST, propane and oil storage tanks; (2) Demo transformer & meter assembly; (3) Remove/dispose of stored trash receptacles; (4) Demo incinerator building, scale house building, brick smoke stacks, manholes and catch basins; (5) Abatement of lead-based paint and asbestos associated with demolished materials.</p> <p>Non-EPA grant resources needed: SEPTA grant / financial administration</p>
<p>c. Anticipated Project Schedule: Items 1 to 5 above are expected to occur between February 15, 2027 and July 2, 2027 (30% Design Schedule). At present, design is between 30 and 60 percent complete, and a detailed construction schedule is still being refined. Dates included in this application represent the current anticipated sequence of work but may be adjusted as final design, permitting, and procurement are completed.</p>
<p>d. Task/Activity Lead: SEPTA Chief of Program Delivery Office and Project Manager. Construction activities will be completed by external contractors.</p>
<p>e. Outputs: (1) Four tanks removed; (2) One transformer/meter assembly removed; (3) 8,000 SF cleared of stored trash receptacles; (4) One incinerator building, one scale house, two brick smoke stacks, four manholes and eight catch basins removed; (5) Approx. 70,000 SF of lead-based paint and 27,000 SF of asbestos-containing materials abated; Quarterly reports.</p>
Task/Activity 2: Earthwork
<p>b. Project Implementation</p> <p>EPA-funded tasks / activities: Earthwork required to remediate the site. (1) Clearing and grubbing; (2) Backfilling / compaction at removed manholes and catch basin with imported fill; (3) Provision of 2' average thickness clean fill cap across entire parcel; (4) Grading of 2' average thickness clean fill cap across entire parcel, assuming 2 layers of grading.</p> <p>Non-EPA grant resources needed: SEPTA grant / financial administration</p>
<p>c. Anticipated Project Schedule: Items 1 to 4 above are expected to occur between June 7, 2027 and January 28, 2028 (30% Design Schedule). As noted above, a detailed construction schedule is still being refined.</p>
<p>d. Task/Activity Lead: SEPTA Chief of Program Delivery Office and Project Manager. Construction activities will be completed by external contractors.</p>
<p>e. Outputs: 1.46 acres remediated / capped and prepared for site re-use; Quarterly reports.</p>

f. Cost Estimates

All costs were estimated by a qualified third-party engineering firm.

Task 1 Construction: Demolition and remediation activities

- (1) \$60,857 for demolition of tanks, including: one diesel fuel AST at \$15,000, one former bulk AST at \$43,017, one propane tank at \$1,420, and one oil storage tank at \$1,420.
- (2) \$3,638 to demo one transformer and meter assembly.
- (3) \$24,400 to remove/dispose of stored trash receptacles (8,000 SF at \$3.05 per SF).
- (4) \$825,768 for the following demolition work required for remediation of the site: \$734,738 to demo incinerator building roof, walls and floors; \$5,610 to demo scale house building; \$39,638 to demo two brick smoke stacks; \$17,865 to demo four manholes; \$27,917 to demo 8 catch basins.
- (5) \$1,257,963 for lead/asbestos abatement: \$920,081 for lead-based paint abatement (69,915 SF at \$13.16 per SF); and \$337,882 for asbestos abatement (26,880 SF at \$12.57 per SF).



In addition to the costs itemized above, the Construction cost estimate for Task 1 includes \$325,894 for General Requirements (15% of the Work described above), \$49,970 for Permit Fees (2% of Work plus General Requirements); \$382,273 for Contractor Overhead and Profit (15% of Work plus General Requirements and Permit Fees); and \$161,192 for Bonds and Insurances (5.5% of the Work plus General Requirements, Permit Fees, and Overhead & Profit).

Task 1 Other: Contingency of \$313,400 (approx. 10.14% of costs above).

Task 1 Indirect Costs: SEPTA indirect costs per its negotiated indirect cost rate (limited to 5% of the total).

Task 2 Construction: Earthwork activities

(1) \$23,180 for clearing and grubbing the site (19,000 SF at \$1.22 per SF).

(2) \$10,020 for backfilling & compaction at removed manholes and catch basins (166 CY at \$60.36 per CY).

(3) \$183,313 for 2' avg. thickness clean fill cap across entire parcel (3,037 CY at \$60.36 per CY).

(4) \$35,582 for grading of 2' avg. thickness clean fill cap across entire parcel, assuming 2 layers of grading (4,556 SY at \$7.81 per SY).

In addition to the costs itemized above, the Construction cost estimate for Task 2 includes \$37,814 for General Requirements (15% of the Work described above), \$5,798 for Permit Fees (2% of Work plus General Requirements); \$44,356 for Contractor Overhead and Profit (15% of Work plus General Requirements and Permit Fees); and \$18,704 for Bonds and Insurances (5.5% of the Work plus General Requirements, Permit Fees, and Overhead & Profit).

Task 2 Other: Contingency of \$35,877 (10% of costs above)

Task 2 Indirect Costs: SEPTA indirect costs per its negotiated indirect cost rate (limited to 5% of the total).

Budget Categories		Project Tasks (\$)		TOTAL
		Task 1	Task 2	
Direct Costs	Construction	\$3,091,955	\$358,768	\$3,450,723
	Other - Contingency	\$313,400	\$35,877	\$349,277
Total Direct Costs		\$3,405,355	\$394,645	\$3,800,000
Indirect Costs		\$179,229	\$20,771	\$200,000
Total Budget		\$3,584,584	\$415,416	\$4,000,000

g. Plan to Measure and Evaluate Environmental Progress and Results

SEPTA will hire a third-party engineering firm to provide construction management, inspection and testing services to ensure the cleanup is executed by the contractor according to the specifications and schedule. This firm will provide a Qualified Environmental Professional, and will verify the contractor’s reported outputs and whether the cleanup is being conducted according to the Act 2 work plan. SEPTA will track the outputs listed above and progress against the schedule. SEPTA’s project manager will establish a regular meeting and reporting schedule with the cleanup contractor and the construction management firm to monitor progress and develop recovery plans if needed. The recovery plan will include whether additional resources, such as additional shifts or crews, need to be provided to accelerate the work. The recovery plan might also adjust schedules for subsequent tasks if needed to maintain the overall project timeline. The PA DEP will evaluate the site to determine that the cleanup has been completed in accordance with state-approved cleanup standards.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

Programmatic Capability

a. Organizational Structure

A team of engineers, project managers, and grant, financial, and procurement staff has been assigned to the project to ensure that federal regulations and technical specifications are met. SEPTA’s project control



system, CPMS II, allows the Authority to track and report on funding received and expended for all capital projects. The CPMS II system reports on life cycle budgeting, costing, contract values, change orders, and milestones. SEPTA also utilizes Unity Construct, a Project Management software, which helps SEPTA staff effectively manage large projects with task automation and streamlining documentation. SEPTA's organizational structure and experienced staff provides the Authority with the technical capacity needed to implement large-scale construction projects.

b. Description of Key Staff

SEPTA's brownfields project will be led by SEPTA's Chief of Program Delivery (Anna Hooven), who is leading implementation of the Trolley Modernization effort, and a Project Manager (Frederick Marshall). Ms. Hooven has 16 years' experience in the engineering and construction industry, is a licensed Professional Engineer (PE), and holds a Bachelor of Science Degree in Civil Engineering from the University of Notre Dame. She has both agency and consultant experience, with a background in structural design and experience managing transit and transportation projects during both design and construction. She has proven experience in directing major infrastructure projects, including SEPTA's Trolley Modernization Program, SEPTA's King of Prussia Rail Extension, City of Philadelphia Traffic Signal & Accessibility Improvements, and Alameda-Contra Costa Transit District Bus Rapid Transit Project. Mr. Marshall has a master's degree in civil engineering from Temple University and has 15 years of experience as a civil engineer. Mr. Marshall is a Professional Engineer licensed by the Commonwealth of Pennsylvania and is also a Building Code Official certified by the International Code Council. He is currently managing the Heavy Maintenance Facility project and other Trolley Modernization projects.

These key personnel are supported by a Senior Project Management Specialist with extensive environmental experience (including experience at EPA), as well as a team of third-party consultants engaged in these projects. The Community Engagement Manager who handles public outreach related to Trolley Modernization will coordinate public outreach efforts, supported by the Manager, Planning Programs.

c. Acquiring Additional Resources

SEPTA employs experts in Procurement, Contract Grant Compliance, Capital Budgets and Grant Development, Project Control, Legal, Real Estate, and Finance/Accounting who work together to hire and manage outside resources. Staff members have experience in procurement practices and requirements for federal funds. SEPTA is audited annually and has an FTA Triennial Review covering procurement.

Past Performance and Accomplishments

(e.) SEPTA has not received an EPA Brownfields grant, but has received a variety of other federal and non-federal assistance agreements to support capital projects. The Authority is a Designated Recipient of the Federal Transit Administration, executing over \$700M in federal and state grants annually. Examples of current/recent competitive grants are provided below, including agency, amount and purpose. SEPTA is in compliance with Terms & Conditions and submits required financial and progress reports according to schedule. SEPTA has made and reported progress toward project goals as noted below.

- FTA All Stations Accessibility Program (ASAP) - \$56.05M Federal for the SEPTA Subway-Elevated Lines Accessibility Improvements. SEPTA's Erie Station ADA project, currently in progress, was the first ASAP project nationally to advance to construction. NEPA approval was received for Chinatown and is ongoing for the other stations.
- FTA Pilot Program for Transit-Oriented Development Planning - \$300,000 Federal for SEPTA's Routes 11 & 13 End of Line Improvements Area Study. This planning project included a market analysis and informed a subsequent grant application to DOT for construction funding under the BUILD program for the Darby Transportation Center.
- DOT RAISE - \$15M Federal for SEPTA's 19th & 37th Street Trolley Station Improvements. Design for the two stations is at 95% and construction is scheduled to begin in 2026.



**5022 GRAYS AVENUE CLEANUP
RESPONSES TO THRESHOLD CRITERIA**

1. **Applicant Eligibility:**
 - a. The Southeastern Pennsylvania Transportation Authority (SEPTA) is an instrumentality of the Commonwealth of Pennsylvania established by the Pennsylvania Urban Mass Transportation Law. A copy of Title 74, Chapter 17 is attached (pp. 1-27).
 - b. SEPTA is not exempt from Federal taxation under section 501(c)(4) of the Internal Revenue Code.
2. **Previously Awarded Cleanup Grants:** SEPTA affirms that the proposed site has not received funding from a previously awarded EPA Brownfields Cleanup Grant.
3. **Expenditure of Existing Multipurpose Grant Funds:** SEPTA does not have an open EPA Brownfields Multipurpose Grant.
4. **Site Ownership:** SEPTA is the current owner of the site. SEPTA purchased the site by deed dated January 5, 2026, via a cash sale. A copy of the Board resolution authorizing the purchase and the deed from the Grantor to SEPTA and the closing statement are attached (pp. 28-45).
5. **Basic Site Information:**
 - a. Property Name: 5022 Grays Avenue
 - b. Site Address: 5022 Grays Avenue Philadelphia, PA 19143. Note - Prior to its subdivision in 2025, the original address of the parcel was 5014 Grays Avenue.
6. **Status and History of Contamination at the Site:**
 - a. The site is contaminated by hazardous substances.
 - b. The 1.46-acre site at 5022 Grays Avenue (previously 5014 Grays Avenue before its subdivision) in the Kingsessing neighborhood of Southwest Philadelphia, was historically used as a coal yard and a municipal waste incinerator facility from the 1920s through the mid-1980s. The site is currently inactive and includes an incinerator building, associated infrastructure, and a mix of paved and unpaved surfaces.
 - c. Environmental concerns associated with the property include metals (lead, arsenic, and iron) in surface and near-surface soils at concentrations exceeding PADEP non-residential Medium Specific Concentrations (MSCs), and detections of semi-volatile organic compounds (SVOCs) consistent with incinerator ash and urban fill. Groundwater investigations identified SVOCs (fluorene, naphthalene, phenanthrene, pyrene) and metals (manganese and lead) above PADEP non-residential MSCs. SEPTA is not pursuing Act 2 liability relief for groundwater, as groundwater will not be used or disturbed during construction and its use for potable purposes is prohibited by City ordinance. The condition of the incinerator building presents additional safety concerns due to structural instability, trash accumulation in subgrade areas, and incinerator-related debris. SEPTA has confirmed the presence of asbestos containing materials (ACM) and lead based paint (LBP) associated with the onsite structures.

- d. Historic incineration activities, along with adjacent upgradient fuel-related activities, have contributed to residual contamination in soil and groundwater.

7. **Brownfield Site Definition:** The site is:

- a. Not listed or proposed for listing on the National Priorities List
 - i. EPA maintains the NPL under CERCLA. A search of the EPA Superfund/NPL database shows no listing or proposal for 5014 Grays Avenue (the original site address).
 - ii. Neither the Phase II ESA nor the Act 2 Workplan identified the site as being subject to NPL action.
- b. 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
 - i. The Phase II ESA, Act 2 Workplan, and PADEP records confirm the site has not been subject to CERCLA enforcement actions.
 - ii. The only known enforcement issues are local code violations related to the structural condition of the former incinerator building, which are not CERCLA actions.
- c. Not subject to the jurisdiction, custody, or control of the U.S. Government.
 - i. The property has always been in municipal ownership.
 - ii. There is no federal ownership or federal facility involvement identified in PADEP, City records, or prior environmental reports.

8. **Environmental Assessment Required for Cleanup Grant Applications:**

A Phase I Environmental Site Assessment (ESA) and a Phase II ESA have been completed to evaluate environmental conditions and inform remedial planning. Copies of reports can be provided upon request.

- a. Urban Engineers, Inc. (Urban) conducted a Phase 1 Environmental Site Assessment for SEPTA, dated October 1, 2025, in accordance with American Society for Testing and Materials procedures (ASTM E 1527-21). This Phase I ESA was performed to identify potential environmental issues at 5014 Grays Avenue (the site's original address) in advance of property acquisition. Previous Phase I studies of the subject property were dated September 13, 2024 (completed by AECOM Technical Services, Inc.) and May 13, 2021 (performed by Sci-Tek Consultants, Inc.). This was performed by an Environmental Professional and the declaration is included in the written report.
- b. Sci-Tek performed a Phase II Environmental Subsurface and Surface Investigation dated August 19, 2022 for the Philadelphia Industrial Development Corporation (PIDC) to evaluate potential contamination on the property based on the Recognized Environmental Conditions (RECs) identified in the previous Phase I ESA. This was performed by an Environmental Professional and the declaration is included in the written report.
- c. AECOM Technical Services, Inc. (AECOM) prepared a Remedial Recommendation and Cost Estimate Addendum for SEPTA for the subject site dated September 13, 2024.

9. **Site Characterization**

Section (b) is applicable. The attached letters from PA DEP (pp.46-48) confirm that the site is eligible to be enrolled in the state voluntary response program (Act 2); the site intends to be enrolled in the state voluntary response program (Act 2); and based on the environmental investigations performed to date, including the Phase II Environmental Subsurface and Surface Investigation prepared by Sci-Tek Consultants, Inc. (August 19, 2022), and supplemental assessments prepared by AECOM and Urban Engineers, there will be a sufficient level of site characterization by June 15, 2026 to allow remediation work to begin. Additional assessment will be completed, as necessary, during remedial implementation

to guide soil management and confirm attainment of Act 2 standards.

10. Enforcement or Other Actions:

There are no known ongoing or anticipated federal or state environmental enforcement actions (e.g., CERCLA, RCRA) related to hazardous substances at the Site. There are also no known liens, consent decrees, or administrative orders pending or anticipated.

There have been three recent (2024 and 2025) compliance violations identified by PADEP in recent inspections of the associated underground storage tank (UST) system at 5014 Grays Avenue (the original address). These violations related to required monthly operation and maintenance walkthrough inspections under Pennsylvania’s UST regulations. All three violations have been corrected/abated and are closed in DEP’s eFACTS system. These compliance issues reflect administrative oversight of the UST system and do not involve hazardous substance releases or environmental enforcement actions.

Additionally, local building code violations (attached, pp. 49-50) had been previously issued from the City of Philadelphia prior to SEPTA acquiring the property regarding the unsafe structural condition of the former incinerator building. These violations are strictly related to building safety and not environmental concerns, and they will be resolved as part of the proposed demolition and abatement activities under the Brownfields Cleanup Grant.

No other enforcement actions are known to apply to the Site.

11. Sites Requiring a Property-Specific Determination:

SEPTA affirms that the 5022 Grays Avenue site does not require a Property-Specific Determination. The property meets the definition of a brownfield under CERCLA §101(39), is not listed or proposed for listing on the National Priorities List, is not subject to CERCLA enforcement orders or consent decrees, and is not under the jurisdiction, custody, or control of the U.S. Government. Accordingly, the site is fully eligible for EPA Brownfields Cleanup Grant funding.

12. Threshold Criteria Related to CERCLA / Petroleum Liability:

Property Ownership Eligibility – Hazardous Substance Sites

Landowner Protections from CERCLA Liability – Bona Fide Prospective Purchaser Liability Protection

- a. Information on the Property Acquisition: SEPTA acquired title to the subject property after January 11, 2002. This was a voluntary purchase from another governmental unit, Philadelphia Authority for Industrial Development. The property was acquired on January 22, 2026. The nature of SEPTA’s ownership is fee simple. SEPTA acquired the property from Philadelphia Authority for Industrial Development. SEPTA is not related to the Philadelphia Authority for Industrial Development. The City of Philadelphia was a prior owner of the site. SEPTA is an instrumentality of the Commonwealth of Pennsylvania, and is not a City agency or department. The City of Philadelphia is represented on SEPTA’s Board of Directors. The City of Philadelphia contributes capital and operating funds annually to SEPTA, along with the four surrounding counties.
- b. Pre-Purchase Inquiry: SEPTA conducted all appropriate inquiries (AAI) prior to acquiring the property. The most recent Phase I Environmental Site Assessment dated October 1, 2025 was conducted for SEPTA in accordance with American Society for Testing and Materials procedures (ASTM E 1527-21) less than 180 days prior to the date the property was acquired. The AAI was performed by an Environmental Professional and the required declaration is included in the

written report.

- c. Timing and/or Contribution Toward Hazardous Substances Disposal: SEPTA is not liable in any way for contamination at the site, or affiliated with any other person that is potentially liable for the contamination. SEPTA has not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site. All disposal of hazardous substances at the subject site occurred before SEPTA acquired the site.
- d. Post-Acquisition Uses: Since SEPTA's acquisition of the property, it has remained vacant and has not been used by other entities.
- e. Continuing Obligations: SEPTA is taking reasonable steps to address releases. SEPTA is planning to investigate the site further, cap contaminated areas with pavement or track, and manage it in a way that prevents anyone from coming into contact with the contamination. The site will be accessed by qualified SEPTA personnel only.

(i) Steps to stop continuing releases: SEPTA is taking reasonable steps to stop potential ongoing releases by further investigating site soils and formally enrolling the property in Pennsylvania's Act 2 Land Recycling Program under a PADEP approved workplan. The workplan requires additional soil sampling in targeted areas to fully define contamination and confirm that soil is the primary medium of concern. No active industrial operations are occurring at the site, and there are no ongoing sources of contamination. Any remaining impacted soils will be addressed through the approved remedial process, which is designed to eliminate exposure pathways and stabilize site conditions.

(ii) Steps to prevent any threatened future releases: Future releases will be prevented through implementation of the PADEP approved cleanup strategy, which relies on pathway elimination rather than disturbance of contaminated material. Following investigation, impacted areas will be capped with pavement, trolley track infrastructure, and associated hardscape or landscaping. This engineered cap will prevent erosion, limit stormwater contact with underlying soils, and stop contaminants from migrating. Groundwater will not be disturbed during construction and is prohibited from use by City ordinance, eliminating the potential for groundwater related releases.

(iii) Steps to prevent or limit exposure to previously released hazardous substances: Exposure prevention is the core objective of the selected remedy. SEPTA will limit access to contaminated soils by covering impacted areas with permanent engineered surfaces, including pavement and trackwork, consistent with the approved Act 2 Workplan. The site is planned for non-residential, transit related use only, and no buildings or enclosed spaces are proposed. Institutional controls, such as deed restrictions or environmental covenants, will prohibit groundwater use and ensure long term protection. Together, these measures prevent direct contact with contaminated materials and ensure the site remains protective of human health and the environment over time.

SEPTA is complying with land use restrictions, and will follow any rules or restrictions tied to the site cleanup (including not using the groundwater). SEPTA will allow environmental agencies onsite to inspect or monitor as needed. SEPTA will comply with any information requests from regulators, including EPA and PA DEP, and remain involved throughout the cleanup process. If SEPTA discovers new contamination or a release, the Authority will follow the law by notifying proper authorities immediately. SEPTA will not impede the performance of a response action or natural resource restoration. SEPTA will provide all legally required notices with respect to the discovery or release of any hazardous substances found at the site.

13. Cleanup Authority and Oversight Structure:

- a. SEPTA will enroll in the state voluntary response (Act 2) program and will complete remedial activities in accordance with state-approved cleanup standards. SEPTA will oversee the cleanup at the 5022 Grays Avenue site. SEPTA's Project Director will oversee and direct all aspects of the project along with the Project Manager. These individuals will manage the third-party cleanup contracts with assistance from Real Estate, Legal, Procurement, and other relevant departments within the Authority.
- b. SEPTA will require access to one adjacent property to conduct the cleanup activities. SEPTA will execute an agreement with the City of Philadelphia for this access.

14. Community Notification:

- a. **Draft Analysis of Brownfield Cleanup Alternatives (ABCA):** Please find attached the draft ABCA (pp. 51-57).
- b. **Community Notification Ad:** SEPTA's community notification ad announced the public meeting and also announced that SEPTA's draft Brownfield Cleanup grant application, including the ABCA, was available for review and comment. The ad included information on how the community could access the draft application. The ad provided information on how to comment on the draft application by email, mail, and during the public meeting. The ad was published via the following media / channels (see attachment pp.58-98 for details and copies):
 - i. SEPTA News Bulletin Website: <https://www.septa.org/news/category/bulletin/> and various other SEPTA websites, posted December 23, 2025 through January 16, 2026
 - ii. Physical copy provided at Kingessing Library, 1201 S. 51st Street, available Dec. 22, 2025 through Jan. 16, 2026
 - iii. Kingsessing Library email newsletter, distributed Jan. 3, 2026
 - iv. SEPTA social media sites (Facebook, Instagram, X, Nextdoor), posted Jan. 5, 2026
 - v. Partner social media sites; various sites / posting dates between Dec. 30, 2025 and Jan. 9, 2026
 - vi. Community flyers distributed January 8, 2026

The community notification ad provided information about the virtual public meeting on January 13, 2026.

- c. **Public Meeting:** SEPTA held a public meeting to discuss the draft application and consider public comments prior to the submittal of its application. This meeting was held virtually on January 13, 2026 at 5:30-6:45 p.m. The meeting was accessible to persons with limited English proficiency and persons with disabilities. Please find attached the following materials:
 - i. A summary of the public comments received via email and comment cards and SEPTA's responses (p.99-122);
 - ii. Meeting notes from the virtual public meeting (pp 123-131);
 - iii. A summary of questions/comments received during the virtual public meeting and SEPTA's response to the questions/comments (pp.132-134);
 - iv. A list of individuals who registered for the virtual meeting (pp. 135-138), and participant login / attendance details from the virtual meeting (pp.139-149).
- d. **Submission of community notification documents:** As detailed above, the following materials are attached:
 - i. The Draft ABCA (See attachment, pp. 51-57);
 - ii. Copies of community notification documents (See attachment, pp. 58-98):
 1. SEPTA news bulletin and websites, Dec. 23, 2025 – Jan. 16, 2026
 2. Kingsessing library email newsletter, Jan. 3, 2026
 3. SEPTA social media sites, Jan. 5, 2026

4. Partner social media sites, various dates
5. Community flyers, Jan. 8. 2026
- iii. A summary of comments received via email/comment card and SEPTA's responses (pp. 99-122);
- iv. Meeting notes from the public meeting (pp. 123-131) with a summary of questions/comments during the meeting and SEPTA's responses pp.132-134);
- v. Participant registrations and details (pp. 135-149).

15. **Contractors and Named Subrecipients:**

- a. Contractors: Not applicable. As of the date of the application submission, SEPTA has not yet procured any of the third-party contracts that will be funded using the EPA Brownfield Cleanup grant.
- b. Subrecipients: Not applicable. SEPTA is not including subrecipients in its application.



01/07/2026

Ms. Anna Hooven, Chief of Program Delivery
South Eastern Pennsylvania Transportation Authority
1234 Market St., 12th Floor
Philadelphia, PA 19107

**RE: US EPA Brownfields Cleanup Proposal | State Letter of Acknowledgement
5022 Grays Avenue Cleanup Project
Philadelphia, Pennsylvania (Philadelphia County)**

Dear Ms. Hooven:

Pennsylvania Department of Environmental Protection (PA DEP) acknowledges that South Eastern Pennsylvania Transportation Authority (SEPTA) plans to conduct the cleanup of a brownfield site at 5022 Grays Avenue in Philadelphia, and is applying for an FY26 US Environmental Protection Agency (US EPA) Brownfields Cleanup Grant in the amount of \$4,000,000.00.

SEPTA has developed an application requesting site-specific federal Brownfields Cleanup funding for a vacant trash incineration site, and re-use the property in support of its Trolley Modernization program. SEPTA is proposing to cap the site using a clean fill cover system and engineered controls to eliminate exposure pathways.

Pennsylvania Department of Environmental Protection affirms that:

- i. SEPTA has requested 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.

PA DEP is pleased to support SEPTA's efforts to redevelop brownfield properties in the community. The proposed cleanup activities are consistent with the objectives of Pennsylvania's Land Recycling Program to address environmental impairments and return underutilized properties to productive use, improving our environment, safeguarding our residents, and helping to boost Pennsylvania's economy.

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

Sincerely,

Michael Maddigan
Land Recycling Program Manager
Bureau Environmental Cleanup and Brownfields