

## LATE ITEM – VI.C.1.

### MOTION

Director Fournier:

The Pease Development Authority (“PDA”) Board of Directors approves the request of the U.S. Air Force that the segment of the two inactive Defense Logistics Agency fuel pipelines located on PDA property beneath the North Apron Access Road be cut, filled, capped and closed in-place and authorizes the PDA to ultimately take ownership of those discrete pipeline sections; all in accordance with the memorandum of Jared Sheehan, Environmental Compliance Manager, dated August 5, 2024; attached hereto.

# Memorandum

To: Paul E. Brean, Executive Director *lab*  
From: Jared Sheehan, Environmental Compliance Manager *JMS*  
Date: August 5, 2024  
Subject: Defense Fuel Support Point Pipeline Removal – Closure in Place

In April of 2018, the PDA Board of Directors authorized staff to negotiate terms for a right of entry (ROE) with the Department of Defense (DOD) to remove two fuel pipelines from PDA property. The former Pease Air Force Base received jet fuel from an unloading facility on the Piscataqua River in Newington through two cross country fuel pipelines that supplied fuel to the Base storage tanks. The inactive 8-inch and 10-inch diameter pipelines were closed in 1991. These pipes are approximately 2,200 – feet in length and enter PDA property from Arboretum Drive in the vicinity of the traffic circle on the northern edge of the Tradeport and exit PDA property at the northeast corner of the NH Air National Guard (NHANG) property along the North Apron Access Road (Exhibit A).

The Defense Logistics Agency (DLA), a division of DOD, owns the pipelines and has contracted with the Air Force (AF) to oversee the removal of the underground pipelines. The AF has hired CDM Smith (CDM) to deconstruct and remove the pipelines from the unloading facility at the Piscataqua River to the NHANG. On June 13, 2024, CDM was given a ROE by the PDA Board of Directors to remove the two pipelines within the boundaries of PDA property.

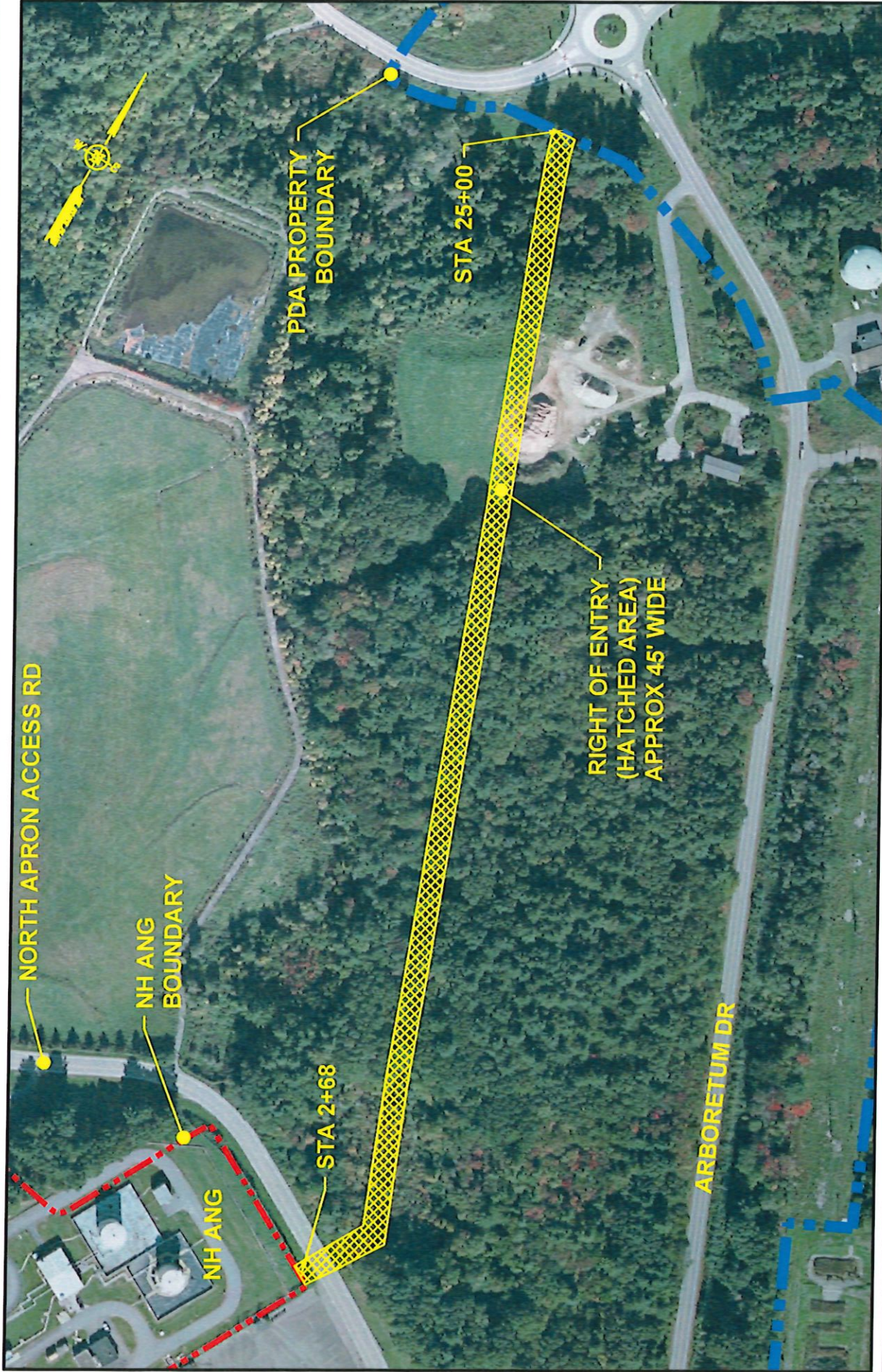
In July, pipeline work began on PDA property. Specifically, the pipelines were cleaned, and pressure tested. The pipes held pressure, which indicates no leaks within the approximate 1,800-foot of pipeline tested on Pease property. Actual removal work will begin in early August.

CDM and the AF have subsequently requested that the segment of the two pipelines beneath the North Apron Access Road be cut and capped and closed in place without removal. This is primarily due to the depth of the pipes beneath the road and the presence of a water line in the area that will make pipeline removal challenging. As noted above, both pipelines in this location have been pressure tested and cleaned. If left in place, each will be cut, filled with flowable concrete to preserve the integrity of each pipe segment, and capped. The ends of the pipelines left under the road will be properly reburied. The pipeline location would be surveyed and not disturbed in the future. NHDES has approved leaving this discrete section of the pipelines in place. Subsequently, PDA would assume responsibility for managing the buried pipeline sections under the North

Apron Access Road including the asbestos coating around each pipe. Management of the pipelines will be handled in the same way that the PDA manages similar legacy materials on the Pease Tradeport. Management of the physical pipelines moving forward does not include assuming responsibility for any prior contamination caused by or associated with the pipelines. Management would be assumed subject to the Federal indemnification statutes enacted concerning BRAC closures and would occur only after the extinguishment of any applicable easement over PDA property concerning the pipelines. Staff is supportive of closure in place for this discrete section of the pipeline and the assumption of management responsibilities.

At this month's Board of Directors meeting, please ask the Board to approve the closure in place and authorize the PDA to take ownership of the asbestos coated former fuel pipelines beneath the North Apron Access Road in the areas shown on the plan attached as Exhibit B, consistent with the above.





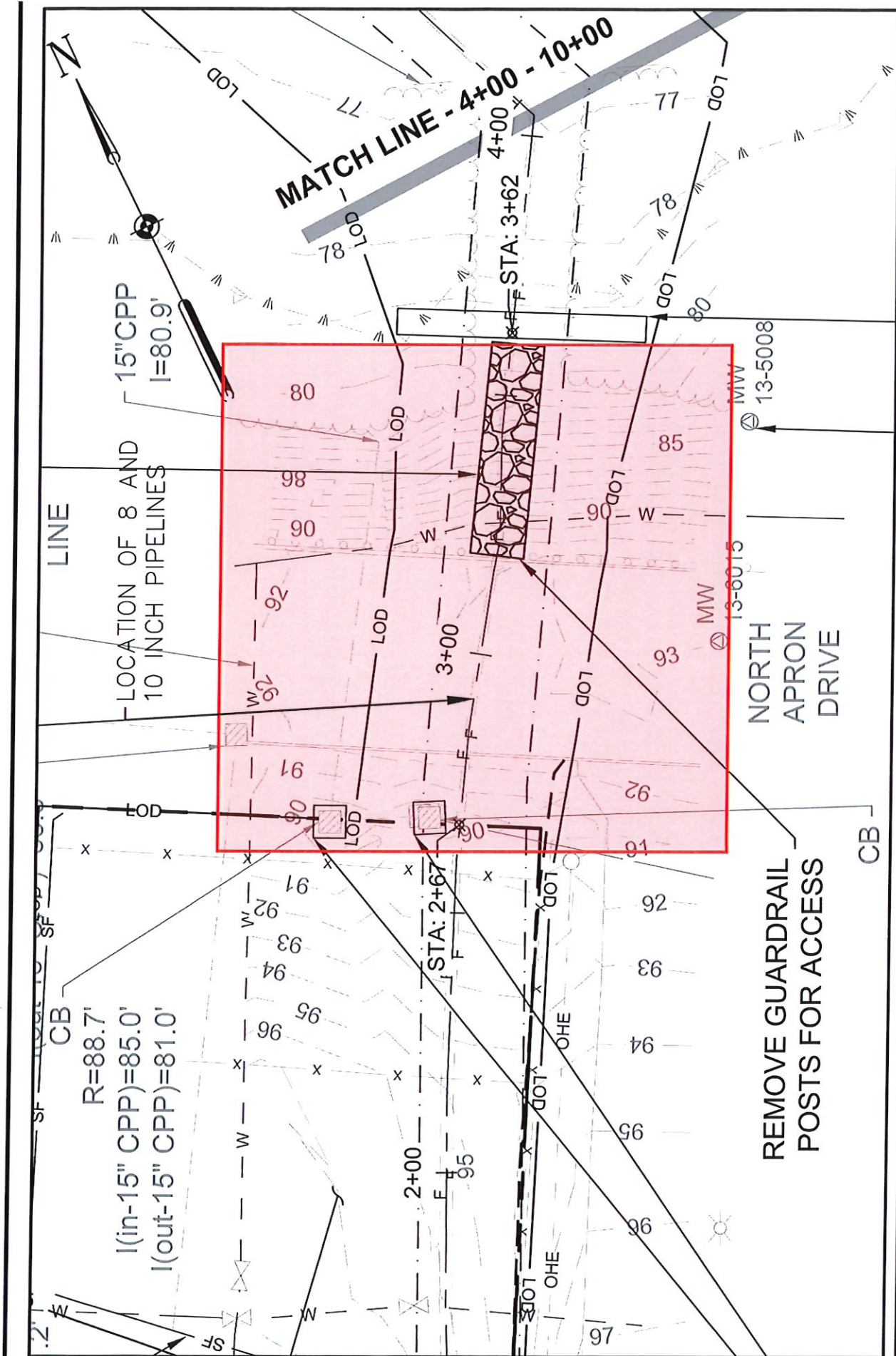
**EXHIBIT A**

DESIGNED BY: MCR    DATE: 03/29/2024    SCALE: 1"=250'



PEASE DEVELOPMENT AUTHORITY,  
55 INTERNATIONAL DRIVE, PORTSMOUTH, NH 03801





DESIGNED BY: MCR      DATE: 07/31/2024      SCALE: 1"=50'

**EXHIBIT B: CLOSURE IN-PLACE FROM STA 2+70 TO STA 3+60**

**PEASE TRADEPORT**

PEASE DEVELOPMENT AUTHORITY,  
55 INTERNATIONAL DRIVE, PORTSMOUTH, NH 03801

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