

The National Environmental Policy Act

Background

The National Environmental Policy Act (NEPA) of 1969 was enacted to address concerns about federal actions and their effects on the environment. NEPA's main objectives are as follows:

- Ensure analysis of proposed federal programs, projects, and actions before decision-making
- Inform the public of proposed federal activities that might affect environmental quality
- Encourage and facilitate public involvement in the decision-making process

What is the difference between an EIS and an SEIS?

An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by the regulations implementing NEPA. A Supplemental Environmental Impact Statement (SEIS) is prepared after an EIS when:

- Substantial changes are made to a proposed action relevant to environmental concerns, or
- There are significant new circumstances or information relevant to environmental concerns or bearing on the proposed action or its impacts, or
- The purposes of NEPA will be furthered by completion of the SEIS

An SEIS is a detailed public document describing:

- A proposed action
- All additional alternative actions that were considered
- Environmental impacts of implementing the proposed action and reasonable alternatives

Steps in the SEIS Process



Public Scoping

WHAT IS PUBLIC SCOPING?

Public scoping is:

- An early and open process, conducted in compliance with the National Environmental Policy Act (NEPA), for identifying issues and alternatives to be addressed in an Environmental Impact Statement (EIS) and determining who is interested in the proposed action.
- Not required by federal regulations for a Supplemental EIS (SEIS). However, the U.S. Air Force determined that conducting public scoping for this SEIS will help inform interested stakeholders, elicit valuable community input, and provide transparency through a mutual exchange of information.
- Initiated with publication of a Notice of Intent (NOI) in the Federal Register stating the agency's intent to prepare an SEIS.

The U.S. Air Force published an NOI in the Federal Register to prepare an SEIS for the proposed Tinian Divert Infrastructure Improvements.

WHAT HAPPENS DURING PUBLIC SCOPING?

During public scoping, the U.S. Air Force:

- Provides information about the proposed action and alternatives being considered
- Corresponds with local and federal stakeholders
- Conducts a public scoping meeting
- Requests comments

WHAT ROLE DOES THE PUBLIC HAVE DURING PUBLIC SCOPING?

During public scoping, the public, government agencies and interested parties are invited to:

- Identify issues and concerns and provide new information, data, and suggestions
- Request information
- Attend the public scoping meeting
- Submit comments

WHAT HAPPENS AFTER PUBLIC SCOPING HAS ENDED?

After the public scoping period has ended, the U.S. Air Force will incorporate public input into the proposal and develop the Draft SEIS. The Draft SEIS is expected to be completed in Winter 2018-2019. The Draft SEIS will be made available to the public for review for a minimum of 45 days. The U.S. Air Force will then incorporate applicable input into the development of the Final SEIS. A Record of Decision could be signed no sooner than 30 days after the Final SEIS is released.

Proposed Action Overview

Background of the U.S. Air Force Tinian Divert Project

- **September 2016:** U.S. Air Force completes the Final Environmental Impact Statement (EIS) for Divert Activities and Exercises.
- **December 2016:** U.S. Air Force signs the Record of Decision which announces the decision to select the Modified Tinian Alternative and specifically the North Option as a future Divert location (see Figure 1).
 - **Modified Tinian Alternative- North Option:** Construction of facilities and infrastructure to support cargo, tanker, and similar aircraft and associated support personnel for divert operations, periodic exercises, and humanitarian assistance and disaster relief at Tinian International Airport.
- **December 2016 to Present:** U.S. Air Force further evaluated the fuel requirement and surface transportation network on Tinian in coordination with CNMI departments and agencies. U.S. Air Force sought to determine if there was a more efficient alternative for fuel delivery to the airport than transporting via fuel tank trucks, and if the existing transportation network could support the anticipated Divert-related vehicles, as were studied in the original EIS.

Tinian Divert Infrastructure Improvements: Proposed Action

FUEL PIPELINE AND ASSOCIATED INFRASTRUCTURE

- **Proposed Action:** Construct a fuel pipeline from the Tinian seaport to the airport, and associated infrastructure at the seaport.
- **Purpose:** Provide fuel from the seaport to airport bulk storage tanks.
- **Need:** Provide a safer, more reliable, secure, and efficient method than was analyzed in the original EIS.

ROADWAY IMPROVEMENTS

- **Proposed Action:** Improve certain existing roads between the seaport and airport that would be used to support Divert-related projects.
- **Purpose:** Facilitate heavy vehicle traffic for the overall Divert project, while ensuring the roads continue to provide adequate service to the local community.
- **Need:** Surveys and information received from Tinian leadership indicate that roadways anticipated to be used for the overall Divert project are in varying stages of disrepair and inadequate to support the Divert-related heavy vehicle traffic.

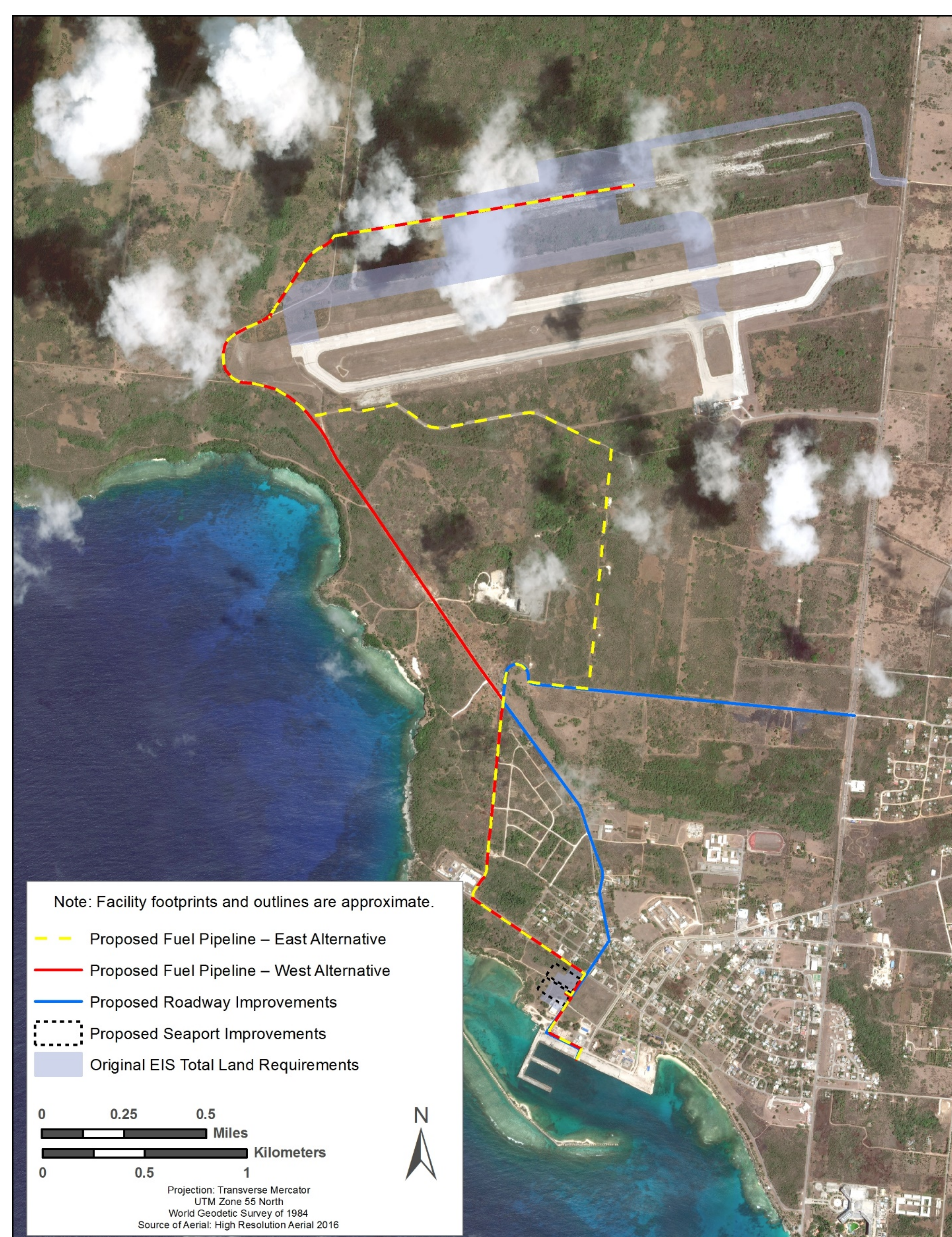
Proposed Actions and Alternatives

First Proposed Action: Fuel Pipeline and Support Infrastructure

- The pipeline would be constructed underground within a 20 foot easement and along existing right-of-ways, to the extent practicable. The U.S. Air Force is considering two direct routes from the seaport to the airport for the pipeline.
- To support pipeline operations, a booster pump house, boom storage building, and associated infrastructure would be constructed at the Tinian seaport in place of the two seaport fuel storage tanks proposed in the original Environmental Impact Statement (EIS).

Second Proposed Action: Roadway Improvements

- Roadway improvements are proposed on Divert-related transportation routes that were analyzed in the original EIS, and would include, where necessary, removing and replacing the existing deteriorated asphalt cap of the roadway.



Each of the Proposed Actions are independent of each other and have standalone value for supporting the Divert Activities and Exercises project. While full implementation of each Proposed Action would result in the greatest benefit for the Divert project, each of the Proposed Actions would also benefit the Divert project if implemented alone.

Tinian Divert Infrastructure Improvements Proposed Actions and Alternatives

Environmental Topics

The following topics will be addressed in the Supplemental Environmental Impact Statement (SEIS):

Biological Resources

- Threatened and endangered terrestrial and marine species
- Wildlife and vegetation
- Marine species and habitat

Water Resources

- Water quality (surface water and stormwater)
- Groundwater aquifers

Cultural Resources

- Archaeological resources (prehistoric and historic)
- Historic architectural resources
- Traditional resources

Social Resources

- Land use
- Socioeconomics and environmental justice
- Health and safety

Other Considerations

- Geology and soils
- Infrastructure and utilities
- Noise
- Air quality
- Airfield management and aircraft safety
- Transportation
- Hazardous materials and waste

To the extent practicable, the SEIS will incorporate relevant material, by reference, from the 2016 Final EIS for Divert Activities and Exercises.

Submit Comments

Comments, suggestions, and relevant information are welcomed on the U.S. Air Force Tinian Divert Infrastructure Improvements proposal. Please submit comments in English using one of the following methods:

- ✓ **Public Meetings:** Submit written comments at this public meeting; a Chamorro/Carolinian interpreter is available to assist with translation of comments into English.
- ✓ **Mail:** Ms. Melissa Markell, AFCEC/CZN
Attn: Tinian Divert SEIS
2261 Hughes Ave, Suite 155; JBSA Lackland, TX 78236-9853
- ✓ **Project Website:** www.PACAFDivertMarianasEIS.com

The U.S. Air Force also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations 800) regarding the identification of or effects on historic properties, and requests to become a consulting party in the Section 106 process.

To ensure the U.S. Air Force has sufficient time to consider public input, please submit all comments by May 31, 2018.

Thank you for your participation in the
public scoping process for the
Tinian Divert Infrastructure Improvements
Supplemental Environmental Impact Statement!