Record of Decision
Divert Activities and Exercises,
Commonwealth of the Northern Mariana Islands

Introduction

U.S. Air Force

The United States Air Force (USAF) is issuing this Record of Decision (ROD) for the Final Environmental Impact Statement (EIS) for Divert Activities and Exercises, Commonwealth of the Northern Mariana Islands (CNMI) (hereinafter referred to as "Divert EIS"). In making this decision, analyses contained in the Divert EIS and comments on the 2015 Revised Draft Divert EIS and 2012 Draft Divert EIS were considered, along with other relevant matters. The USAF is the lead agency for the Divert EIS and the United States Navy (USN), United States Marine Corps (USMC), and the Federal Aviation Administration (FAA) are cooperating agencies.

This ROD is prepared in accordance with the Council on Environmental Quality regulations implementing the National Environmental Policy Act (NEPA) at Title 40 Code of Federal Regulations (CFR) § 1505.2 (Record of Decision in cases requiring environmental impact statements). This ROD:

- States the USAF's decision (**Pages 1–3**)
- Identifies alternatives considered by the USAF in reaching the decision and specifies the alternative considered to be environmentally preferable (**Pages 4–5**)
- States whether all practicable means to avoid or minimize environmental harm from the selected alternative have been adopted, and if not, why they were not adopted, and summarizes the applicable monitoring and enforcement program adopted for the applicable mitigation (**Pages 8–18**)
- Identifies and discusses relevant factors that were considered in making the decision among the alternatives and states how those factors entered into its decision (**Page 18**).

Federal Aviation Administration

The Federal Aviation Administration (FAA) is responsible for reviewing and approving Airport Layout Plans (ALP). Title 49 U.S.C. 47107(a)(16), Grant Assurance No. 29 obligates an airport sponsor to receive FAA approval of any ALP update, revision, or modification. The USAF will request that the airport sponsor for Tinian International Airport, the Commonwealth Ports Authority (CPA), forward an ALP consistent with the Final Divert EIS Alternative 2- Modified Tinian Alternative North Option to the FAA. The FAA will undertake its own decision-making process in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* regarding approval of the ALP, which could include making changes to the ALP. The FAA, as a Cooperating Agency, can adopt the USAF's Final EIS, in whole or in part, as the required NEPA documentation to support FAA decisions on the ALP. The USAF will coordinate with the CPA and FAA to request this process take place as soon as practicable after the USAF issues its ROD.

Decision Synopsis

The USAF selects the preferred alternative, Alternative 2- Modified Tinian Alternative (Final EIS, Section 2.7, page 2-52) and specifically the North Option (Section 2.5.2, page 2-28), as the location to implement the Proposed Action described in the Divert EIS. By this decision, the USAF announces that, pending approval of the ALP by the FAA, it will construct the facilities and infrastructure needed to achieve divert capabilities in the western Pacific and will conduct

military exercises at the selected location. An explanation of the activities addressed under this decision is provided below.

Construction Phase. All construction will be consistent with an ALP as submitted by the CPA to and approved by the FAA.

All proposed construction will also conform to Unified Facilities Criteria (UFC) 3-260-1, *Airfield and Heliport Planning and Design*, and Department of Defense (DOD), USAF, and FAA criteria, as applicable, including FAA Advisory Circular 150/5300-13A, *Airport Design*.

The USAF will construct the following on the north side of the Tinian International Airport:

- A parking apron with ballfield-type lighting that could accommodate up to 12 KC-135s
- A cargo pad
- A maintenance facility
- An access road to provide an entrance to the proposed infrastructure and specifically the fuel tanks, parking apron, and cargo pad
- A fire suppression system that would consist of fire water pumps, tanks, and well(s)
- 220,000 bbls of fuel storage. The fuel storage tanks system will include fuel pumps, valves, filtration systems, an emergency generator, and concrete work. Additional fuels-related infrastructure to facilitate receipt and offload of fuel into the fuel tanks will include a fuel transfer pump house and pumps; truck offload fill stands; a refueler parking area; and associated piping, filtration, and valves. A Hydrant Refueling System will be installed as a part of the proposed fuel tanks
- Taxiways to provide access between the runway, parking apron, and cargo pad
- Realignment of 8th Avenue to accommodate the taxiway.

The USAF will also construct 100,000 bbls of fuel storage and associated fuels infrastructure at the Port of Tinian. Fuel will be transferred from the seaport to the airport using standard fuel transfer tank trucks. The USAF may develop a more efficient alternative means of transporting fuel to the airport, which would be supported by additional environmental impact analysis.

Implementation Phase. The USAF will utilize Tinian International Airport for military divert operations, humanitarian assistance staging, exercises, and other aircraft support activities.

Military exercises utilizing cargo, tanker, and similar aircraft such as the KC-135 will occur at Tinian International Airport. The USAF will conduct a maximum of 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft annually. All operations will take place within a maximum of 8 weeks per year of exercises at Tinian International Airport. All aircraft flown to and from Tinian International Airport as part of military exercises will have the same or similar noise profile and air emissions as the KC-135.

To support military exercises, jet fuel will be offloaded at a fuel offloading facility at the seaport from vessels capable of navigating the harbor and will be received through the existing commercial supply chain. Fuel will be transferred from the seaport to the airport. Jet aircraft refueling capability will be provided by a Hydrant Refueling System.

Up to 265 temporarily assigned personnel will be located on Tinian during a Divert military exercise event. The USAF will accommodate personnel in commercial lodging during exercises. Medical care will be provided by military personnel on Tinian in non-life-threatening situations. In an emergency, medical care will be provided by military personnel, and will occur at Saipan Hospital under an agreement with the hospital.

Background

The USAF proposed to improve an existing airport or airports in the Mariana Islands region in support of expanding mission requirements and to achieve divert capabilities in the western Pacific. Under this action, the USAF proposed to construct 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. The purpose of the Proposed Action is to establish additional divert capabilities to support and conduct current, emerging, and future USAF exercises, while ensuring the capability to meet mission requirements, in the event that access to Andersen Air Force Base (AFB) or other western Pacific locations is limited or denied. The Proposed Action is needed because there is no existing divert or contingency airfield on U.S. territory in the western Pacific that is designed and designated to provide strategic operational and exercise capabilities for U.S. forces when needed and humanitarian assistance and disaster relief in times of natural or man-made disasters.

In June 2012, the USAF released the Draft Divert EIS. The 2012 Draft Divert EIS analyzed two alternative locations in the CNMI for the Proposed Action: Francisco C. Ada/Saipan International Airport and the Port of Saipan on Saipan, and Tinian International Airport and the Port of Tinian on Tinian. The 2012 Draft Divert EIS (Federal Register, Vol. 77, page 34041, June 8, 2012) identified Saipan as the Preferred Alternative.

The USAF received over 200 individual comments on the Draft Divert EIS from Federal, territory, and commonwealth agencies; political stakeholders; and the general public. Many comments received on the 2012 Draft Divert EIS recommended the USAF consider Tinian as the Preferred Alternative and consider an option for construction on the north side of the Tinian International Airport. Comments also expressed concern over potential impacts related to munitions storage and fighter jet aircraft operations. The USAF determined the policies and objectives of NEPA would be best served by preparing and releasing a Revised Draft Divert EIS to seek additional comments on changes made as a result of comments received on the 2012 Draft Divert EIS.

The Revised Draft Divert EIS, released in October 2015 (Federal Register, Vol. 80, page 62526, October 16, 2015), presented three modified alternatives that represented a reduced capability from that analyzed in the 2012 Draft Divert EIS: a Modified Saipan Alternative, a Modified Tinian Alternative, and a Hybrid Modified Alternative. The Hybrid Modified Alternative combined development on both Saipan and Tinian; however, it focused most development and operations on Tinian. The USAF removed elements from the Proposed Action as presented in each of the three modified alternatives in the 2015 Revised Draft Divert EIS, including runway extension, permanent navigational aids, aircraft hangar, munitions storage facilities, arm/disarm pad, tent billeting, and fighter aircraft operations. The USAF also reduced the total number of proposed aircraft operations from 1,920 take-offs or landings to 720 take-offs or landings. An "operation" is considered to be either one take-off or one landing. The USAF also added elements to the Proposed Action in the 2015 Revised Draft Divert EIS that were not previously analyzed in the 2012 Draft Divert EIS. These elements were required due to revisions in the

alternatives developed through continued coordination with the Federal and CNMI government agencies, and in consideration of public comments. The 2015 Revised Draft Divert EIS did not identify a Preferred Alternative.

The Final Divert EIS, released in September 2016 (Federal Register Vol. 81, page 66013, September 26, 2016), presented the same modified alternatives as those presented in the 2015 Revised Draft Divert EIS. The modified alternatives meet USAF operational selection standards while incorporating input received during the 2012 Draft Divert EIS and 2015 Revised Draft Divert EIS public review periods. The Final Divert EIS identified Alternative 2- Modified Tinian Alternative as the Preferred Alternative. There are two options under the preferred alternative; construction and implementation could occur on either the south side or the north side of Tinian International Airport.

Alternatives Considered

The following selection standards were developed based on USAF operational requirements for proposed airport improvements, fuel storage, and flight operations (Final EIS, Section 2.1.1, page 2-11; Table 2.4-1, page 2-19, et al). The selection standards were then applied to possible site locations, or combinations of sites, identified during scoping and the 2012 Draft Divert EIS comment period to select those considered reasonable for implementing the Proposed Action. Reasonable alternatives were carried forward for detailed analysis in the 2015 Revised Draft Divert EIS and Final Divert EIS. To be considered reasonable, the selection standards require that an alternative:

- Be located in a U.S. territory
- Be located outside the average diameter of a typhoon from Andersen AFB (i.e., storm radius)
- Provide an airfield that has land available for development
- Provide an airfield that has existing functional infrastructure available for development and expansion
- Be located within the Mariana Islands Range Complex training area
- Provide a seaport that has existing fuel-receiving capabilities at the port of debarkation.

The USAF initially considered potential divert airfield locations across the Pacific Rim, as described in the Final EIS (Section 2.4, page 2-11), but these locations fall outside of the USAF-established selection standards. For this reason, the following Pacific locations with airfield assets were considered and dismissed from analysis during the development of the Proposed Action and were not be addressed in the Final EIS: Kwajalein Atoll, Midway, Hawai‘i, Wake Island Airfield, and the Aleutian Islands.

As a result of public and other stakeholder comments received during the scoping process and the public comment period for the 2012 Draft Divert EIS, the USAF considered several locations, or combinations of locations, to meet the purpose of and need for the Proposed Action. Existing FAA-regulated airports in the Mariana Islands region considered include Francisco C.

Ada/Saipan International Airport (Saipan International Airport), Saipan; Tinian International Airport (which includes portions of West Field located on CPA property), Tinian; Rota International Airport, Rota, in CNMI; and A.B. Won Pat International Airport, Guam. Additional

location options considered included former World War II airfields and closed military airfields on Guam and in CNMI. Specifically, the USAF considered North Field and the portions of West Field located within the Military Lease Area.

The evaluation of possible locations identified two alternative locations that individually or combined meet, or have the ability to meet, each selection standard. Accordingly, Tinian (Tinian International Airport and the Port of Tinian) and Saipan (Saipan International Airport and the Port of Saipan) are able to individually or jointly meet the purpose of and need for the Proposed Action. The identification of these reasonable alternative locations led to the development of the three alternatives for the Proposed Action analyzed in the 2015 Revised Draft Divert EIS and Final Divert EIS: the modified Saipan alternative, the modified Tinian alternative, and the hybrid modified alternative. These alternatives and the No Action Alternative are described in Sections 2.5 and 2.6 in the Final Divert EIS.

Environmentally Preferable Alternative

The environmentally preferable alternative is considered to be the No Action Alternative. The No Action Alternative constitutes the baseline conditions at each alternative location and would not substantially change existing environmental conditions. Impacts under the No Action Alternative could be expected on Saipan because, without airport improvements, emergency divert landings could interrupt and impact commercial operations and cause damage to airport infrastructure.

Public Involvement

The public involvement accomplished by the USAF is discussed in the Final Divert EIS in Section 1.7. Public notices and meetings were accomplished as follows:

- Notice of Intent to Prepare an EIS, Federal Register, Vol. 76, page 59664, September 27, 2011
- Scoping Period – September 27, 2011, through November 10, 2011
- Scoping Meetings
    - October 13, 2011 – Barrigada Mayor's Office, Guam
    - October 14, 2011 – Dededo Mayor's Office/Senior Center, Guam
    - October 17, 2011 – Saipan Multi-Purpose Center, Saipan
    - October 18, 2011 – Tinian Elementary School, Tinian
    - October 20, 2011 – Rota Elementary School, Rota
- Notice of Availability (NOA) of Draft Divert EIS, Federal Register, Vol. 77, page 34041, June 8, 2012
- Draft Divert EIS Public Review Period - June 8, 2012, through July 23, 2012
- Draft Divert EIS Pre-hearing community outreach meetings
    - June 23, 2012 – Koblerville Elementary School, Saipan
    - June 24, 2012 – Dandan Elementary School, Saipan

- Draft Divert EIS Public Hearings
    - June 25, 2012 – Saipan Multi-Purpose Center, Saipan
    - June 26, 2012 – Tinian Elementary School, Tinian
- NOA of Revised Draft Divert EIS, Federal Register, Vol. 80, page 62526, October 16, 2015
- Revised Draft Divert EIS Public Review Period – October 16, 2015, through December 14, 2015
- Revised Draft Divert EIS Public Meetings
    - November 4, 2015 – Northern Marianas College, Susupe, Saipan
    - November 5, 2015 – Tinian Elementary School, Tinian
- NOA of Final Divert EIS, Federal Register Vol. 81, page 66013, September 26, 2016.

During the 30-day wait period leading up to the signing of this ROD, the Environmental Protection Agency (EPA); Department of Interior, Office of Environmental Policy and Compliance (Insular Affairs); National Marine Fisheries Service (NMFS); and CNMI Bureau of Environmental and Coastal Quality (BECQ) submitted comments regarding the EIS. After full consideration of the letters from EPA and BECQ, the Air Force improved the discussion of its mitigation commitments regarding environmental resources identified as areas of concern. As requested by BECQ, the Air Force in conjunction with the U.S. Navy/Joint Region Marianas and the U.S. Marine Corps, will continue working closely with CNMI environmental agencies to minimize impacts and to refine the Divert Proposed Action. Mitigations will be refined using an adaptive management approach consistent with the Biological Resources Consultations, and will be based on information obtained during regular monitoring and inspections of infrastructure and activities included in the Divert Proposed Action. The Insular Affairs and NMFS letters expressed appreciation for cooperation and for developing a collaborative and communicative relationship with CNMI; no further actions were taken by the Air Force with regard to these letters. All four letters were made a part of the Air Force's administration record.

Interagency Consultation and Coordination

As discussed in Section 1.7 of the Final Divert EIS, the USAF consulted and coordinated with Federal and commonwealth agencies and has maintained oral and written communication, as required, with Divert EIS interested stakeholders and the public throughout the EIS development process. Stakeholders include Federal, commonwealth, and local elected officials; regulatory representatives; and local nongovernmental organization stakeholder groups. In addition, USAF coordinated with local agencies that are relevant to the Proposed Action, such as the Commonwealth Ports Authority, the Commonwealth Utilities Corporation (CUC), and BECQ, throughout the Divert EIS development and planning process. Agencies involved in the development of the Final Divert EIS included formal cooperating agencies, and Federal, commonwealth, and local agencies responsible for participating in regulatory consultations and pursuant to other environmental regulations.

Cooperating agencies include the USN, USMC, and FAA. FAA's role as a cooperating agency in the Divert EIS stems from FAA's responsibilities pursuant to 49 United States Code (USC) § 40101 et seq. for civil aviation and regulation of air commerce in the interests of aviation safety and efficiency. FAA is a cooperating agency because it has special expertise and jurisdiction by

law to approve proposed development at civilian airports. Correspondence with cooperating agencies is provided in Appendix A of the Final Divert EIS.

This decision's regulatory consultations with Federal, commonwealth, and local agencies included Section 7 consultation in compliance with the Endangered Species Act (ESA), Essential Fish Habitat (EFH) consultation in compliance with the Magnuson-Stevens Fishery Conservation and Management Act, and Section 106 consultation in compliance with the National Historic Preservation Action (NHPA).

ESA Consultation with U.S. Fish and Wildlife Service (USFWS) for Terrestrial Species

The USAF prepared the Biological Assessment for Headquarters Pacific Air Forces Divert Activities and Exercises in Saipan in 2012 for proposed activities on Saipan. The USFWS issued the Biological Opinion for Divert Activities and Exercises at Saipan International Airport, CNMI in 2013. The USFWS issued an amendment to the Biological Opinion in 2015 that confirmed that the Modified Saipan Alternative is within the scope of the project considered in the 2013 Biological Opinion and the effects of the alternative are consistent with those analyzed in the 2013 Biological Opinion. The amended Biological Opinion also documented the USAF's commitment to conduct invasive species control on Tinian. Beyond the 2012 Biological Assessment, the USAF has integrated the requirements of NEPA and the ESA so that all procedures run concurrently. As such, in accordance with 50 CFR Section 402.06(a), the USAF intends to have the Divert EIS stand as the Biological Assessment for threatened and endangered species that could be affected by the project that were not addressed in the 2012 Biological Assessment.

ESA Consultation with USFWS for Marine Species

In July 2015, the USAF requested that the USFWS concur with their determination that proposed activities on Tinian may affect, but were not likely to adversely affect, nesting green sea turtles and hawksbill sea turtles. The USFWS concurred with that determination in October 2015 in the amendment to the 2013 Biological Opinion.

ESA Consultation with National Marine Fisheries Service (NMFS) for Marine Species

The USAF consulted with NMFS in 2012 under Section 7 of the ESA for potential effects on marine species, including listed sea turtles and marine mammals. The USAF sent correspondence to NMFS on October 3, 2012, informing them of the USAF determination that conducting divert activities and exercises on Saipan and Tinian may affect but is not likely to adversely affect marine species. After the 2012 Draft Divert EIS was released, the USAF received concurrence from NMFS on October 30, 2012, that divert activities are not likely to adversely affect marine species.

Since completion of the 2015 Revised Draft Divert EIS and the 2012 Draft Divert EIS, three species of coral, *Acropora globiceps, A. retusa,* and *Seriatopora aculeata,* and the Indo-West Pacific distinct population segment of the scalloped hammerhead shark *(Sphyrna lewini)* were listed as threatened and could occur in waters surrounding Saipan and Tinian. The USAF consulted with NMFS on potential impacts on these species for proposed actions on Tinian as the Preferred Alternative. The USAF sent a letter to NMFS on January 22, 2016, to request concurrence with the determination that the proposed action on Tinian may affect, but is not likely to adversely affect these threatened species. The NMFS communicated their concurrence in a letter dated March 28, 2016.

EFH Consultation

On November 24, 2015, NMFS provided comments on the 2015 Revised Draft Divert EIS and requested that USAF conduct EFH consultation in accordance with Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (16 USC §§1801–1883). The USAF prepared an EFH Assessment, which is provided in Appendix B of the Final Divert EIS, and provided additional information to NMFS regarding the proposed action and mitigation measures for sedimentation, runoff, and potential spills during construction. Based on the USAF commitments to adhere to stringent mitigation measures and to provide NMFS review of management plans, NMFS concluded in a letter dated April 12, 2016, that adverse impacts on EFH from the proposed action on Tinian would be minimal.

NHPA Section 106 Consultation

The USAF consulted under Section 106 of the NHPA with the CNMI State Historic Preservation Office (SHPO), Advisory Council on Historic Preservation, National Park Service, Joint Region Marianas, FAA, CNMI Governor's office, CNMI Historic Preservation Review Board, and members of the public. The USAF initiated contact with the CNMI SHPO on February 1, 2012, prior to formal Section 106 consultation. The USAF initiated formal consultation pursuant to Section 106 of the NHPA on September 11, 2012, resulting in a finding of adverse effect on October 29, 2012. The USAF continued consultation on the modified alternatives analyzed in the 2015 Revised Draft Divert EIS on June 8, 2015, resulting in a finding of adverse effect on August 14, 2015. A Programmatic Agreement (PA) to resolve adverse effects was negotiated among consulting parties and was executed on June 28, 2016. The Divert PA stipulates USAF's responsibilities regarding the identification of and resolution of adverse effects to historic properties if Alternative 2- Modified Tinian Alternative is selected. Although the USAF consulted on the Modified Saipan Alternative and the Hybrid Modified Alternative during the Section 106 process, they were removed from the Divert PA upon request by the Office of the CNMI Governor after identification of Alternative 2 as the Preferred Alternative. Results of the Section 106 consultation and PA have been incorporated into the Final Divert EIS and this ROD. All materials related to Section 106 consultation are provided in Appendix D of the Final Divert EIS. Mitigations outlined in the PA are summarized below in Mitigation Measures.

Mitigation Measures

Mitigation measures will be implemented to minimize, avoid, rectify, reduce, or compensate for potential impacts on specific resource areas (see the Final Divert EIS section 4.16 and Table 4.16-1). All mitigations will be included in a post-ROD Mitigation and Monitoring Plan (MMP) per 32 CFR 989.22(d). Mitigations are summarized below by applicable environmental resource category and are being adopted by this decision.

Noise

- The USAF will restrict construction activities to between sunrise and sunset to reduce the annoyance to adjacent populations.
- Common measures such as using equipment exhaust mufflers will minimize noise impacts.
- Noise impacts will continue to be evaluated per the requirements outlined in FAA Order 1050-1E, Environmental Impacts, Policies and Procedures.

Air Quality

- Mitigation measures will be employed during construction to reduce and control fugitive dust and to suppress emissions. Specific fugitive dust control measures could include watering the construction surface and phasing work to limit dust, setting up wind fences to limit wind-blown dust, and limiting vehicle speed to 15 mph or less at construction sites on unpaved roads.
- The USAF will coordinate with CNMI Bureau of Environmental and Coastal Quality (BECQ) to obtain the necessary stationary source permits prior to commencing construction of any potential stationary source, to include the bulk fuel storage areas.

Airspace and Airfield Environment

- The USAF will develop a Construction Safety Phasing Plan in accordance with Advisory Circular 150/5370-2F, *Operational Safety on Airports during Construction.*
- Temporary modification of aircraft movement procedures and/or adjusting construction schedule will occur during construction to deconflict airfield operations from use of construction equipment or vehicles immediately adjacent to the active parallel taxiway or runway, within the Runway Safety Area.
- Federal Aviation Regulation (FAR) Part 77 establishes the requirements to provide notice to the FAA of certain proposed construction or the alteration of existing structures and determination of obstructions impact on air navigation. Proposed infrastructure will be submitted to FAA in accordance with the FAR requirements; however, proposed infrastructure does not exceed any of the FAR Part 77 criteria.
- The USAF will develop a Safety Management System Plan for airfield operations.
- All fueling and defueling of aircraft must be conducted from fuel systems and fuel trucks in accordance with FAA Advisory Circular 150/5230-4 *Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports*. In accordance with 14 CFR Part 139 requirements, only airlines, the fuel system operator, and fixed base operators are authorized to perform into-plane fueling services.

Geology and Soils

- The USAF will follow standards for erosion and sediment control recommended by the 2006 CNMI and Guam Stormwater Management Manual.
- The USAF will keep waste materials, stockpiles, and building supplies tied down or covered to protect from wind or stormwater.
- The USAF will minimize grading, filling, clearing of vegetation or other disturbance of the soil during inclement weather and for the resulting period of time when the site is in a saturated, muddy or unstable condition.
- Construction will follow the guidelines provided in Federal and CNMI permitting processes
- A CNMI BECQ Noncommercial Earthmoving permit will be submitted prior to the start of any construction activities
- The USAF will develop and implement an Erosion and Sediment Control Plan.

- Because development would occur in Seismic Zone 3, all buildings and other structures will be designed and constructed to meet the engineering requirements in the 2012 International Building Code.
- Structures will be able to withstand maximum winds of at least 155 mph and withstand the minimum horizontal and uplift pressures set forth in the regulations adopted by the Building Safety Official in accordance with the CNMI Building Safety Code.

Water Resources

- The USAF will ensure that any stormwater runoff or release from the project is consistent with CNMI Water Quality Standards.
- The USAF will manage stormwater runoff during construction and for operation of the proposed facilities after construction is complete in compliance with a U.S. Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) permit and continue coordination with BECQ
- A Stormwater Pollution Prevention Plan (SWPPP) will be developed to support the NPDES permits in compliance with USEPA and BECQ Guidelines.
- The USAF will design all construction site stormwater management measures to accommodate (safely convey without creating erosive conditions) the 10-year frequency storm.
- The USAF site-specific stormwater management measures will include some, or all, of the following to manage stormwater runoff from the 10-year frequency storm: stabilized construction entrances, silt fencing, berms and swales, check dams, vegetated channels, basins and traps, stabilization, erosion control blankets, inlet protection, outlet protection, and level spreaders.
- The USAF will seek to include performance standards, as recommended by the 2006 CNMI and Guam Stormwater Management Manual, to the maximum extent technically feasible, in the design of the project.
- The USAF will focus on the use of strategically placed berms to intercept surface water flows from impervious surfaces and promote rapid infiltration to maintain pre-development hydrological conditions and avoid an increase in the runoff of sediment and fresh water.
- The USAF will implement low-impact development (LID) technologies for stormwater management which would be consistent with LID requirements of UFC 3-210-01 *Low Impact Development.*
- Stormwater management systems will be designed to capture, at a minimum, the 95th percentile rainfall event. The stormwater management system and features, developed consistent with UFC 3-210-01 *Low Impact Development,* will also be designed to meet water quality criteria, overland erosion and channel protection criteria, overbank flood control/receiving stream criteria, and recharge criteria. A downstream analysis will also be conducted.
- Prior to the start of construction, baseline percolation rates and other parameters necessary to properly design and permit the stormwater management system will be

measured at the areas proposed for construction. Preconstruction water quality also will be measured.

- Should additional potential impacts be identified during baseline sampling, the USAF will coordinate with the Natural Resources Trustees, BECQ, and USEPA Region 9, the permitting authority, to ensure resources are appropriately protected.
- All stormwater management structures and practices will be inspected and maintained during all stages of the construction process in accordance with the SWPPP and CNMI regulations to ensure proper function. Inspections will be conducted by on-site USAF or contractor personnel. At a minimum, those inspections will occur following major rainfall events to ensure that stormwater control structures are functioning as designed and remain effective. During events that cause sufficient surface flows, water quality will be sampled at the outfall of existing drainage systems.
- The USAF will implement an adaptive management approach that would be based on information obtained during regular monitoring and inspection of construction stormwater management controls.
- The USAF will identify any structures that are damaged or are not functioning in accordance with applicable standards and repair them.
- The USAF will follow Engineering Technical Letter (ETL) 14-1 *Construction and Operation and Maintenance Guidance for Storm Water Systems*.
- The USAF will conduct post-construction site visits to inspect the system and assess the as-built LID features and validate if they have been constructed according to plans and specifications.
- All stormwater management structures and practices will be inspected and maintained in accordance with the SWPPP and CNMI regulations to ensure proper function. Inspections will be conducted by on-site USAF or contractor personnel. At a minimum, those inspections will occur following major rainfall events to ensure that stormwater control structures are functioning as designed and remain effective. During events that cause sufficient surface flows, water quality will be sampled at the outfall of the airport stormwater drainage system.
- The USAF will also implement an adaptive management approach that would be based on information obtained during regular monitoring and inspection of permanent stormwater management controls. The USAF will identify any structures that are damaged or are not functioning in accordance with applicable standards and repair them.
- The USAF will follow ETL 14-1 *Construction and Operation and Maintenance Guidance for Storm Water Systems* which provides inspection checklists and schedules for each type of stormwater management control.

Terrestrial Biological Resources

- To comply with the Migratory Bird Treaty Act, surveys and/or monitoring for nesting birds will be conducted during construction and implementation and areas where active nests are found will be avoided, or other measures will be taken to help minimize harm to any migratory birds.

As further described in the *Biological Opinion for Divert Activities and Exercises at Saipan International Airport, CNMI*, which is contained in Appendix B of the Final Divert EIS, the USAF will implement the following measures to prevent the spread of brown tree snakes and other invasive species:

- Inspect 100 percent of all outgoing cargo and aircraft that are leaving from Guam associated with the Divert project, and conduct 100-percent redundant inspections upon arrival in the CNMI.
- Route inbound personnel and cargo for tactical approach exercises or humanitarian operations (that require an uninterrupted flow of events) directly to CNMI training locations to avoid Guam seaports and airfields. If Guam cannot be avoided, the USAF will implement appropriate interdiction methods that may include redundant inspections or other interdiction methods.
- Establish and maintain snake-free quarantine areas (barriers) for cargo traveling from Guam to CNMI and other brown tree snake-free areas. Standard operating procedures will be developed in cooperation with the USFWS, U.S. Geological Survey, Fort Collins Science Center, Invasive Species Science Branch, and the U.S. Department of Agriculture (USDA)-Wildlife Services (WS) to ensure risk to trust resources is adequately minimized. If risks are not adequately minimized, additional recommendations will be provided for incorporation into the protocols until the USAF and USFWS mutually agree the risk has been minimized. The USFWS, USAF, and other appropriate parties will meet, if necessary, to resolve concerns such that the protocols ensure risk is adequately minimized.
- Develop procedures and protocols specific to Divert training events that will support a rapid response action in the event of a brown tree snake sighting resulting from Divert activities, and provide agreed-upon logistical support as needed.
- Working in collaboration with the USFWS and USDA-WS, decide how best to implement the Brown Tree snake Control Plan (BTS TWG 2009, 37 pp.) relevant to Divert activities.
- Provide invasive species awareness training for all military and contractor personnel prior to all training activities.
- Coordinate closely with the USFWS, USDA, CNMI Department of Land and Natural Resources (DLNR), and Joint Region Marianas staff responsible for managing their brown tree snake program, on planning for training activities in the CNMI.
- A Hazard Analysis Critical Control Point plan will be developed and implemented to reduce or eliminate the spread of unwanted species during specific processes or practices or in materials or products.
- The USAF is a participating agency in the development of the Micronesia Biosecurity Plan.[1] Once completed, any portions of the Micronesia Biosecurity Plan determined to be

1 Since completion of the *Biological Opinion for Divert Activities and Exercises at Saipan International Airport, CNMI*, the Micronesia Biosecurity Plan has been renamed to the Regional Biosecurity Plan for Micronesia and Hawaii

applicable to Divert construction and training activities will be implemented when such procedures do not unduly interfere with military training.

Cultural Resources

As further described in the *Programmatic Agreement among the Pacific Air Forces, Directorate of the Strategy, Plans, and Programs, the Commonwealth of the Northern Mariana Islands State Historic Preservation Office, and the Advisory Council on Historic Preservation Regarding the Proposed Construction and Operation of Divert Activities and Exercises within the Commonwealth of the Northern Mariana Islands,* which is contained in Appendix D of the Final Divert EIS, the USAF will implement the following measures to resolve adverse effects to historic properties:

- The USAF will perform cultural resource investigations in the West Field area. The inventory will be conducted within 12 months of executing the ROD. The investigations will assess the extent and condition of cultural resources associated with the known historic contexts at West Field and evaluate the resources for National Register of Historic Place (NRHP) eligibility. Completion of the inventory will include development of a research design and a survey report.
- The USAF will develop a plan to document and interpret extant historic features of West Field for the public, particularly the history of the 58th Bombardment Wing's use of the field and will seek public input on the plan. Possible interpretive products include but are not limited to signage at publicly accessible historic features, printed brochures, airport exhibits and/or displays and electronic products.
- Consistent with the PA, the USAF will propose to the DOD Historic Preservation Working Group that the curation of archaeological materials from DOD activities in the CNMI be a recurring agenda item. The USAF will coordinate with the CNMI concerning curation management of USAF collections as the Undertaking proceeds and provide updates to the Historic Preservation Working Group.
- Any materials recovered will be stored in a repository determined by the USAF and property owner (CPA) in consultation with and approval from the SHPO. Materials will be temporarily curated by USAF in facilities meeting 36 CFR §79 standards until such time the materials can be transferred to a facility within CNMI that meets these standards.
- The USAF will provide qualified archaeologists to monitor all ground-disturbing activities during construction of facilities associated with the Undertaking. In the event unanticipated archaeological materials are discovered through construction activities, the USAF will follow procedures outlined in the PA.
- If archaeological materials are discovered or unanticipated effects on historic properties are determined, the USAF will follow the procedures outlined in 36 CFR 800.13 for post-review discoveries.
- If human skeletal remains (or remains thought to be human) are found during the Undertaking, the USAF will follow procedures in the PA for initial discovery, preliminary identification, and identification.

- While temporarily curated by the USAF, and under an appropriate loan agreement, USAF will make available to CNMI a selection of display quality artifacts, if any such artifacts are acquired during the Undertaking, for displays and educational purposes.
- The USAF will include in all applicable construction contracts relating to the Undertaking language stipulating that temporary fencing be placed around standing historic structures, archaeological sites, or other known contributing elements to historic properties that are immediately adjacent to areas of construction to help prevent inadvertent damage. The USAF will coordinate with the FAA and CPA any fencing within the airport boundary prior to implementation to assure FAA safety and design standards are not compromised.

Land Use

- USAF will apply for a Coastal Resources Management (CRM) permit from BECQ, and follow procedures identified in the permit, for all actions that occur wholly or partially within an Area of Potential Concern.

Hazardous Materials and Wastes

- All proposed fuels infrastructure will be constructed according to the most stringent applicable Federal and CNMI requirements for spill prevention and control.
- The USAF will develop and implement a Spill Prevention Countermeasure and Control (SPCC) Plan to control the potential for contamination from the unlikely event of a spill. All fuel tanks constructed will include secondary containment to eliminate the potential for spills that could ultimately find their way into nearshore waters.
- The SPCC Plan will be prepared, maintained, and implemented to prevent, control, counteract, and report all spills. The SPCC Plan will provide measures to prevent, and to the maximum extent practicable, to remove a worst case discharge from the facility.
- The USAF will also develop a Facility Response Plan which will address an accidental "catastrophic" spill and will minimize potential impacts from such a spill.
- The USAF will follow Technical Order 37-1-1, *General Operations and Inspection of Installed Fuel Storage and Dispensing Systems,* and UFC 3-460-03, *Operation and Maintenance: Maintenance of Petroleum Facilities*.
- All hazardous materials will be imported, collected, stored and handled in accordance with applicable Federal, CNMI, and USAF hazardous materials management regulations.
- Contractors will be responsible for the storage, handling, and disposal of hazardous wastes in accordance with Federal, CNMI, and USAF hazardous waste management regulations. All collection, storage, and management of hazardous wastes by the contractor will be defined in the actual contract with the contractor, in coordination with CPA and the CNMI government, including BECQ, the Tinian Mayor's office, and the Department of Public Works.
- Contractors will obtain an Aboveground Storage Tank (AST) Permit to Install and an AST Permit to Operate from the CNMI BECQ for all ASTs needed to support construction.

- Prior to conducting any soil-disturbing activities, a visual survey of the areas proposed to be disturbed will be conducted.
- If environmental contamination is discovered during construction, the contractor will immediately stop work at the affected area, report the discovery to the USAF, property owner, and CNMI, as necessary, and implement appropriate safety measures.
- If potential asbestos containing materials (ACMs) are observed, the applicable sites will be classified as areas with potential asbestos-containing soils/materials. If potential ACMs are not observed during the visual survey, construction will move forward as planned.
- If any potential ACMs are encountered during the soil-disturbing activities, all site work will cease and the site will be re-evaluated.
- Any ACMs encountered during soil-disturbing activities will be handled in accordance with established Federal, CNMI, and USAF regulations and will be disposed of at an asbestos-permitted landfill.
- The USAF will not use ACMs for proposed construction.
- Should debris containing potential lead based paint (LBP) be discovered during the survey, site preparation, or excavation, work will stop immediately and measures will be taken to secure the area and prevent the release of lead.
- Debris containing LBP will be removed and disposed of in accordance with applicable Federal and CNMI regulations.
- Structures proposed for construction will not contain LBP.
- The proposed airfield pavement areas will not contain LBP.
- If any potential polychlorinated biphenyl (PCB)-containing equipment not labeled PCB-free or missing date-of-manufacture labels requires removal, then this equipment will be removed and handled in accordance with Federal and CNMI hazardous waste regulations.
- Radon-resistant construction techniques will be implemented during construction to reduce the potential for radon intrusion during occupancy, as applicable.
- The USAF will periodically test facilities that have known radon intrusion issues based on location to verify that no unacceptable radon gas buildup occurs. As appropriate, radon gas removal equipment will be installed at buildings that consistently show indoor radon levels greater than 4 pCi/L.

Infrastructure and Utilities

- Waste will be recycled per Executive Order (EO) 13693, *Planning for Federal Sustainability in the Next Decade,* and DOD requirements.
- Waste from vegetation clearing for construction will be composted, as practicable.
- The USAF will obtain all necessary permits for solid waste management and processing, including recycling, and green waste processing. Required permits could include the BECQ Solid Waste Collection and Solid Waste Processing permits.
- Contractors hired for the various construction projects will be responsible for the removal and disposal of their construction wastes generated on site.

- DOD Energy Conservation goals will be considered during design.
- The USAF will coordinate with local regulatory authorities and Commonwealth Utilities Corporation (CUC) to avoid any localized impacts on the water supply during construction and implementation.
- The USAF will recycle materials generated during exercises per EO 13693, *Planning for Federal Sustainability in the Next Decade,* and DOD requirements.
- The USAF will install two water wells to meet its water requirements, each approximately 350 feet deep. The USAF will coordinate well installation and operation with CPA, CUC, and BECQ to prevent impacts to CUC water supplies during times the USAF wells are used.
- The wells will be positioned to lessen aquifer drawdown and minimize any increase in water salinity. The design and permitting of water wells will follow CNMI BECQ Well Regulations.
- The USAF will coordinate with CPA, CUC, and BECQ during the first project design to develop pumping rates from the water wells and will manage draw rates from the existing and proposed wells through monitoring and potential reporting measures to help ensure that water supply is not exceeded. The USAF will explore an acceptable means of formalizing coordination with CPA, CUC, and BECQ to ensure monitoring and potential reporting measures are developed to avoid or minimize any potential adverse impacts to the public water supply. If necessary, water well installation and construction of water storage tanks can be prioritized as the first construction project to offset any shortage of water supply.

Socioeconomics and Environmental Justice

- USAF personnel and their contractors will coordinate with local hotels to secure the required number of hotel rooms prior to proposed use (e.g., during construction or during exercises).
- The USAF will negotiate an agreement with CPA to address potential impacts on the airport aircraft rescue and firefighting (ARFF) capabilities due to an increase in personnel and aircraft.
- The construction contractor will be responsible for medical care for construction personnel.

Human Health and Safety

- Construction and fuel contractors must adhere to applicable Federal and CNMI health and safety regulations.
- Construction and fuel workers will be required to wear protective gear such as ear protection, steel-toed boots, hard hats, gloves, and other appropriate safety gear.
- Construction areas will be fenced and appropriately marked with signs to prevent trespassing.
- Construction and fuel contractors will be required to establish, maintain and comply with health and safety programs for their employees.

- Construction will be coordinated with airport personnel to ensure the ability of the ARFF unit to respond to emergencies.
- Fuel vehicles will use an established, safe route to transport the fuel.

Unavoidable Impacts Taken into Consideration in the Decision

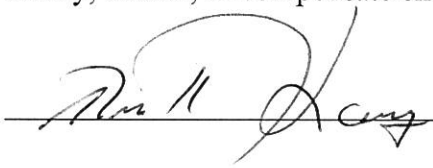
The impacts as stated in tables ES-2 and ES-3 in the Final Divert EIS would occur as a result of implementation of the Alternative 2- Modified Tinian Alternative North Option and are considered to be unavoidable. Mitigation measures as presented above help prevent, minimize, or avoid impacts associated with implementation of the decision.

Decision

After consideration of mission, national security policy, operational, environmental, economic and technical factors discussed in this ROD; environmental impacts as analyzed in the Final Divert EIS; input from the public and government agencies; and other relevant factors, the USAF has selected Alternative 2- Modified Tinian Alternative North Option and will adopt the mitigation measures identified above.

The USAF recognizes input from the public, regulatory and other agencies, and CNMI stakeholders that stated a preference for the Modified Tinian Alternative over the other two alternatives. The USAF selected the North Option of the Modified Tinian Alternative over the South Option to minimize interference with other CNMI and commercial activities that are under consideration or could be proposed on the south side of the airport. The USAF also selected the Modified Tinian Alternative North Option based on the analysis of cumulative impacts from DOD proposals within the CNMI.

The decision takes into account the direct, indirect, and cumulative impacts of the alternatives analyzed in the 2012 Draft Divert EIS, 2015 Revised Draft Divert EIS, and Final Divert EIS. In addition, the selected Alternative 2- Modified Tinian Alternative North Option, along with all specified mitigations identified in this ROD, adopts all practicable means to avoid, minimize, rectify, reduce, or compensate environmental harm.



12-7-2016

Date

RICHARD K. HARTLEY
Principal Deputy Assistant Secretary of the Air Force
(Installations, Environment, and Energy)