

Public Scoping

ENVIRONMENTAL IMPACT STATEMENT



INFRASTRUCTURE UPGRADES AT
ANDERSEN AIR FORCE BASE, GUAM

OVERVIEW

- The National Environmental Policy Act
- What is Public Scoping?
- Proposed Action
- Alternatives
- Environmental Resources
- Schedule
- Comments/Questions



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THE NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) of 1969 was enacted to address concerns about federal actions and their effects on the environment.

- Under NEPA, the analysis of environmental consequences is presented in an Environmental Impact Statement (EIS), which accomplishes the following objectives:
 - Identify and describe the affected environment
 - Evaluate the potential environmental consequences of reasonable alternatives
 - Identify environmental permits and specific mitigation measures to avoid, minimize, or reduce adverse environmental impacts, if required
- The NEPA process concludes with a Record of Decision (ROD) that identifies which alternative is selected and outlines any mitigation measures that are required.
- The U.S. Air Force has issued a Notice of Intent to prepare an EIS in accordance with NEPA. The USAF is the lead agency for the EIS, and the U.S. Navy is a cooperating agency.

Steps in the EIS Process



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WHAT IS PUBLIC SCOPING?

- An early and open process for identifying issues and alternatives to be addressed in an EIS
- Conducted in compliance with NEPA

Purpose of Public Scoping:

- Provide the public with information about a proposed action, alternatives, and topics that will be analyzed in the EIS
- Conduct public outreach and receive public input on the information to be presented in the EIS



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AFTER PUBLIC SCOPING

After the public scoping period has ended, the USAF will:

- Incorporate public input into the proposal and develop the Draft EIS, which is expected to be completed in late 2021 or early 2022
- Make the Draft EIS available to the public for review for a minimum of 45 days
- Incorporate applicable input on the Draft EIS into the development of the Final EIS, which is anticipated in mid to late 2022; a Record of Decision could be signed no sooner than 30 days after the Final EIS is released



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REMOTE PUBLIC SCOPING

For this EIS, scoping is being conducted remotely due to the COVID-19 pandemic. Remote scoping is being conducted in accordance with:

- The National Emergency declared by the President on March 13, 2020, in response to the COVID-19 pandemic
- The Centers for Disease Control and Prevention's recommendations for social distancing and avoiding large public gatherings
- NEPA and the 2020 version of the implementing regulations at 40 Code of Federal Regulations Part 1506.6.

During remote scoping, all scoping materials will be available to the public for online browsing or download from the project website www.AAFBInfrastructureEIS.com or as hardcopies at the Nieves M. Flores Memorial Library (254 Martyr Street, Hagåtña, Guam). To request hardcopies, please use one of the methods outlined below. For printed material requests, the standard U.S. Postal Service shipping timeline will apply. Please consider the environment before requesting printed material.

Scoping comments can be submitted in English using one of the following methods:

- Postal Mail: 36th Civil Engineer Squadron,
ATTN: CEV (AAFB Infrastructure EIS),
Unit 14007
APO AP 96543-4007
- Email: AAFBInfrastructure.EIS@us.af.mil
- Project Website: www.AAFBInfrastructureEIS.com



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PROPOSED ACTION BACKGROUND

- The 2001 Quadrennial Defense Review (QDR) stated the Indo-Pacific region has become increasingly more important to regional and U.S. security.
- The 2017 Asia-Pacific Stability Initiative (APSI) reinvigorates UASF's focus on the Pacific. The APSI was introduced by late Senator John McCain and calls for the need to reinforce U.S. forces in the region, enhance the U.S. deterrent posture, and reassure and build capacity with regional allies and partners.
- The 2020 Pacific Deterrence Initiation (PDI) was established by the Fiscal Year 2021 National Defense Authorization Act to send a strong signal that the U.S. is deeply committed to defending their interests in the Indo-Pacific.
- USAF and Department of Defense (DoD) strategies and initiatives for the Indo-Pacific are continuously evolving in response to the geopolitical climate.



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PROPOSED ACTION PURPOSE AND NEED

Purpose: Enhance Andersen Air Force Base's (AFB) capability to support permanent and rotational forces within the Indo-Pacific and strengthen the U.S.'s ability to respond regionally and worldwide, in alignment with evolving USAF and DoD initiatives for the region.

Need: Meet national security objectives and improve Andersen AFB's ability to support the mission requirements for permanent and rotational aircraft in the face of evolving global security challenges.



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PROPOSED ACTION OVERVIEW

- Construction of infrastructure upgrades over 7 years at the North Ramp and Munitions Storage Area-1 (MSA-1) on Andersen AFB
- Once construction is completed, use of this infrastructure would be consistent with the existing type of ground and aircraft operations that occur at Andersen AFB
 - The North Ramp project area would provide additional aircraft parking, fueling, and maintenance infrastructure to allow for greater efficiencies and agility in where and how ground operations are conducted
 - MSA-1 would be used for munitions storage for aircraft rotations and training detachments, consistent with existing operations
- Designed to accommodate aircraft types and flight operations that have been addressed under previously prepared NEPA documentation for Andersen AFB, such as bombers, tankers, and fighters



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PROPOSED ACTION

Andersen AFB Project Area

Overview



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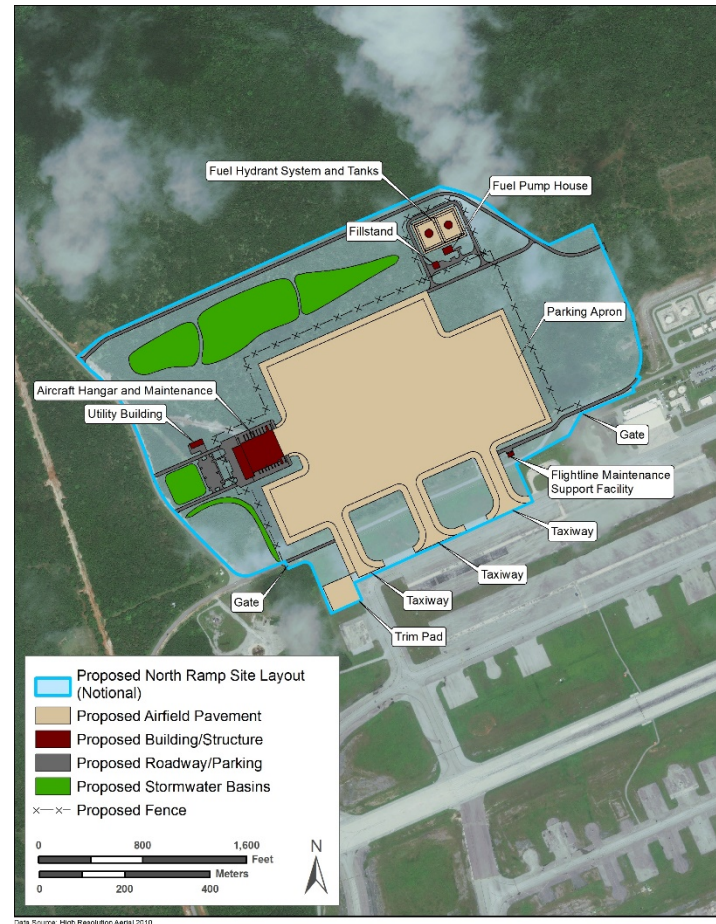


PROPOSED ACTION: NORTH RAMP INFRASTRUCTURE

Approximately 80 acres of paved surfaces;
16 acres of stormwater management infrastructure;
and 96 acres that would be cleared, graded,
revegetated, and maintained once construction is
complete.

North Ramp Upgrades:

- Airfield pavements
- Aircraft hangar and maintenance facility
- Flightline maintenance facility and utility building
- Jet fuel receipt, storage, and distribution system extension
- Fencing and utilities extension
- Roadways and parking
- Stormwater basins



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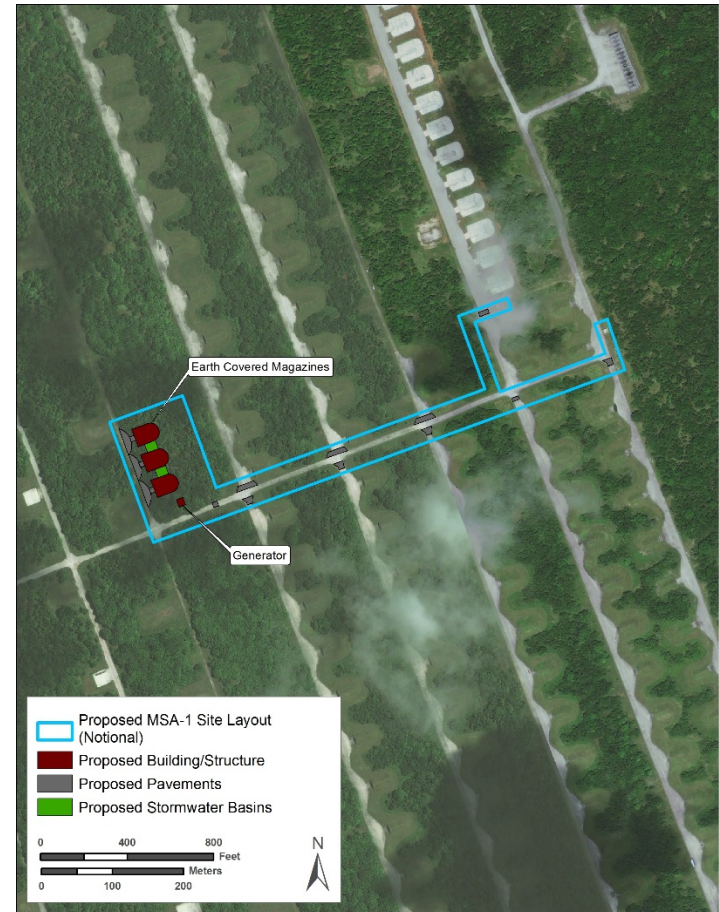


PROPOSED ACTION: MSA-1 INFRASTRUCTURE

Approximately 1.2 acres of paved surfaces; 0.1 acre of stormwater management infrastructure; and 10.7 acres that would be cleared, revegetated, and maintained once construction is complete.

MSA-1 Upgrades:

- Three earth covered magazines
- Pavements along utilities corridors
- Utilities
- Generator
- Stormwater basins



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ALTERNATIVES SELECTION CRITERIA

The USAF considered locations on Andersen AFB for construction of the proposed infrastructure upgrades. Selection standards for viable construction locations included the location must:

- Provide collocation/consolidation of resources and mission capabilities;
- Minimize the potential for environmental impacts;
- Avoid interference with future planned development;
- Provide efficient tie-ins to existing utilities; and
- Be easily accessible (due to topography and relative location to the existing infrastructure).



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ALTERNATIVES CONSIDERATION

Airfield Infrastructure:

- The proposed airfield infrastructure on Guam would require approximately 150 to 200 acres
- Based on this size, planners developed a footprint in a Geographic Information System program and sought to identify a location on base that met selection standards
- North Ramp project area under the Proposed Action is the only contiguous location adjacent to the airfield capable of meeting the construction footprint selection standards

Munitions Storage Infrastructure:

- USAF determined that the munitions infrastructure must be located within the MSA for operational efficiencies
- Collocating additional munitions storage within the MSA reduces environmental and mission impacts

No Action Alternative:

- NEPA requires the alternatives analysis in the EIS to include a “No Action Alternative.”
- The No Action Alternative will be analyzed in the EIS, in addition to the Proposed Action.



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TOPICS TO BE ANALYZED IN THE EIS

Biological Resources

- Threatened and endangered species
- Wildlife and vegetation
- Wetlands and floodplains

Cultural Resources

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

Water Resources

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

Social Resources

- Socioeconomics
- Land Use
- Health and Safety

Other Considerations

- Airfield management and aircraft safety
- Air Quality
- Geology and Soils
- Noise
- Infrastructure and utilities
- Transportation
- Hazardous materials and waste



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SUMMARY OF ANTICIPATED IMPACTS

- The USAF will conduct cultural and biological resources surveys in the areas proposed for upgrades and consult with the State Historic Preservation Office and U.S. Fish and Wildlife Service to determine the potential for significant impacts on those resources.
- Consultation will be incorporated into preparation of the Draft EIS and include, but is not limited to, consultation under Section 7 of the Endangered Species Act and consultation under Section 106 of the National Historic Preservation Act
- The USAF anticipates an increased demand on the construction workforce and an increase in local spending.
- Currently, no other short- or long-term notable impacts are anticipated.
- More information on potential impacts will be available in forthcoming analysis in the Draft EIS, which is which is expected to be completed in late 2021 or early 2022.



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COMMENT SUBMISSION

Comments, suggestions, and relevant information are welcomed on the USAF Andersen AFB Infrastructure Upgrades proposal. Please submit comments in English using one of the following methods:

- **Postal Mail:** 36th Civil Engineer Squadron, ATTN: CEV (AAFB Infrastructure EIS), Unit 14007, APO, AP 96543-4007
- **Email:** AAFBInfrastructure.EIS@us.af.mil
- **Project Website:** www.AAFBInfrastructureEIS.com

The USAF also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800)

To ensure the U.S. Air Force has sufficient time to consider public input, please submit all comments by May 30, 2021.



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Thank you for your participation!

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