



<i>Selected Viewpoint</i>	<i>Potential Visual Impact</i>
<p>14: Mount Lasso Scenic Overlook, Looking Northeast</p>	<p>Training. Landing Zones would allow for the insertion or extraction of personnel and equipment from two to four aircraft, and also provide staging, field headquarters, camping, and gathering and rendezvous areas in support of distributed operations and logistics training. Because the Landing Zones can be seen, training activities are potentially noticeable when viewed from Mount Lasso. However, the views would be distant and partially obstructed by vegetation. Therefore, there would be a less than significant impact on visual resources.</p> <p>Construction. Temporary construction activities and equipment, and Landing Zones 9 and 10 would be visible from Mount Lasso. Views of Landing Zone 9 would be partially obstructed by vegetation. The Landing Zones would appear to the viewers as squares largely denuded of vegetation. The Landing Zones would be apparent, diminishing the scenic quality of the landscape but only by a moderate degree, and be noticeable when viewed from Mount Lasso. Therefore, there would be a less than significant impact on visual resources.</p>  <p>Existing Conditions</p>  <p>Simulated Conditions</p>

Based on the findings from Table 4.6-2, visual impacts from training and construction under Alternative 1 and Alternative 2 would be less than significant.

4.7 Transportation

4.7.1 Approach to Analysis

The analysis described in this section considers the impacts to transportation networks on Tinian from training and construction activities. The ground transportation analysis uses the existing and proposed ground transportation volumes as part of the operational analysis of the roadways and intersections. The operational analysis requires inputs on the characteristics of the roadway such as the lane widths, speed limit, and signal timing to run its calculations. The analysis calculates performance measures, such as the delay, that are used when determining the level of service of

the roadways and intersections, which determines the impacts to the ground transportation network. The acceptable level of service for roadways and intersections is generally level of service D during the peak hour periods. Impacts are analyzed through changes in volumes or patterns of transportation caused by the addition of military vehicles, equipment, and supplies that would transit through TNI and the Port, and the ability of the existing ground, water, and air transportation infrastructure to support the Proposed Action.

4.7.2 No Action Alternative

Under the No Action Alternative, there would be no changes to ground and aviation training, which would be conducted at the same tempos as evaluated in previous NEPA documents (DON 2010a, 2015b) and associated consultations and authorizations. No construction is proposed under the No Action Alternative, although construction associated with the U.S. Air Force Divert project and the U.S. Air Force Agile Combat Employment program would continue. Therefore, there would be no impact to transportation under the No Action Alternative.

4.7.3 Alternative 1

4.7.3.1 Training

The training tempo under Alternative 1 would increase by approximately 15 percent over training already approved to occur on Tinian under the No Action Alternative.

Ground Transportation

This analysis conservatively assumes that all 30 to 50 personnel would be new to Tinian, adding 60 to 100 round trips per day once construction is complete. This additional traffic volume is a small percentage increase in traffic on the major roads that have daily traffic volumes greater than 1,000 vehicles per day, but is a larger percentage increase on the roads with a lower volume of daily traffic. During each training event, a training unit would bring its own vehicles and equipment. Vehicles such as High Mobility Multi-Purpose Wheeled Vehicles (Humvee), Joint Light Tactical Vehicles, and Medium Tactical Vehicle Replacement 7-ton trucks would support training. Other vehicles, including cars and light trucks, would support administrative and range functions. Equipment would include portable sensors and emitters, emergency generators and field safety equipment.

Periods of peak demand on roadways outside the Military Lease Area would occur immediately before and after each training event, as units arrive and depart with their required vehicles, equipment, and supplies. Personnel, vehicles, and equipment would arrive via TNI, North Field by military transport (e.g., KC-130 aircraft or similar), or by ship through the Port of Tinian. Personnel arriving at TNI would be transported by bus with a capacity of approximately 40 passengers to the Base Camp. If all 1,000 personnel arrive through TNI, this would result in approximately 25 round trips, or 50 individual bus trips, on local roadways between TNI and the Military Lease Area in the days immediately preceding and following a large training event.

Traffic may briefly increase near the Port and TNI during arrival and departure periods. However, all roadways on Tinian currently operate at level of service A, indicating free-flowing conditions with no significant delays or congestion. Any increase in traffic would be temporary and is not expected to reduce roadways below an acceptable level of service.

Once a training event begins, military vehicles and equipment would use both Broadway and 8th Avenue to access individual training areas and live-fire ranges as training occurs throughout the Military Lease Area. Within the Military Lease Area, Broadway carries approximately 130 vehicles per day and 8th Avenue carries approximately 70 vehicles per day, both operating at a level of service A. Military vehicles and equipment would be restricted to using existing roads or already disturbed areas in the Military Lease Area. Figure 4.7-1 shows the existing road network in relation to the Proposed Action elements such as Base Camp, ranges, and Landing Zones. The increase in people traveling within the Military Lease Area would be temporary and limited to the duration of the training event, with irregular travel patterns that would depend on the training events scheduled throughout the day. The proposed new road to the explosives training range would be constructed as a dead-end road only to serve as access to the range. The road would be restricted access for safety and security purposes for the general public and would not affect the level of service of other roads in the roadway network. Increased traffic during training events would be temporary, and all Tinian roadways would continue to operate at an acceptable level of service.

When roadway access would need to be restricted in a certain location during a training event, it would be coordinated through Range Control who would communicate temporary road closure locations and schedule in advance to the public. Road closures would also be temporary and the subdivision of the Military Lease Area into smaller training areas would help to reduce the number and duration of road closures.

It is estimated that training events would involve several different truck trips, adding vehicles to the roadways, and using approximately 1 million gallons of fuel per year. These additional trips would provide fuel for the base camp tanks that results in an average of 4 truck trips per week from Divert to the Base Camp, which could increase to 16 truck trips per week for large training events. The route between Divert and Base Camp is approximately 3.2 miles long. The other need for additional truck trips would be for the proposed biosecurity facility. The biosecurity facility would include a wash rack with an oil-water separator and water storage tanks. Water from the water storage tanks would be pumped out and disposed of in conformance with CNMI regulations. The oil/water separator would be periodically pumped out and disposed of in conformance with CNMI regulations for oily waste.

Any potential roadway deterioration from increased military road usage would be addressed through appropriate roadway maintenance in accordance with the *Administrative Amendment No.1 To The Lease Agreements Made Pursuant To The Covenant to Establish A Commonwealth Of The Northern Mariana Islands In Political Union*, dated February 2023.



Figure 4.7-1 Road Network in the Military Training Area

DoD improvements to roads, both within and outside of the Military Lease Area, and regular roadway maintenance would have a beneficial impact. Impacts to ground transportation from training would be less than significant during training events, with most of the on-road vehicle trips occurring outside of the Military Lease Area for limited time periods around the start and conclusion of the event.

No training activities would be conducted at the USAGM Saipan site. Military traffic would be limited to occasional inspection and maintenance of communication antennae. Worker access to the wastewater treatment plant and visitor access to Agingan Point would not be impacted. Consequently, there would be no noticeable impact to traffic on Saipan.

Water Transportation

The Proposed Action does not include additional ships for training events. All water transit for training events would be covered under previous NEPA documents including the 2015 *Mariana Islands Testing and Training EIS/OEIS* and the 2020 *Mariana Islands Testing and Training Supplemental EIS/OEIS* (DON 2015b, 2020). Under Alternative 1, the arrival of ships bringing in and removing vehicles, equipment, and personnel for each training event would predominantly occur at the beginning and end of the training periods. All arrivals and departures would be scheduled with the harbor master in advance of any training event to deconflict with commercial Port traffic, including any ferries, and to ensure sufficient harbor support is available to offload and onboard military vessels. Given that the Port has adequate capacity to support existing training, and the Proposed Action does not include additional ships, Alternative 1 training activities would result in less than significant impacts to water transportation on Tinian. Impacts to travel time for boaters is addressed in Section 4.10, Public Health and Safety.

Air Transportation

Proposed aviation training events would occur within the Military Lease Area, primarily at North Field and proposed Landing Zones. Training events would include takeoffs and landings by fixed-wing, rotary-wing and tilt-rotor aircrafts, and unmanned aircraft systems. The training could also include coordinated ground and aviation training such as parachute drops, aviation command and control, ground refueling, and electronic warfare training. Aviation operations would be scheduled and coordinated with Range Control. Air traffic control for aviation training would also coordinate with air traffic control for commercial airlines to TNI and Saipan and ensure there is no conflict. Military aviation training within the Military Lease Area would utilize its own air traffic control. Military aviation training operations at North Field would not affect commercial operations at TNI because air traffic control coordination between the military and commercial airlines would deconflict flights.

In addition, to prevent potential conflicts with civilian commercial aircraft using the Instrument Landing System at Saipan International Airport when live-fire training is underway at the Multi-Purpose Maneuver Range, Range Control would coordinate flight scheduling with Saipan International Airport to ensure that military training units are aware of these commercial flight operations. Radar and/or spotters would continuously monitor the airspace to detect approaching aircraft. If an aircraft is seen to be approaching, all live-fire training would be suspended until the aircraft safely passed.

4.7.3.2 Construction

Construction would be phased over approximately 10 to 15 years, and the materials and equipment would arrive in different phases using existing commercial transporters that import and export items through the Port. All commercial port activity would follow applicable CNMI biosecurity measures. The addition of construction workers, materials, and construction equipment would result in temporary increased use of port and airport facilities, with the primary delivery of construction equipment and materials to Tinian through the Port but some lighter materials and equipment could be brought in via air as needed. The additional ship and air cargo flights during the intermittent 10 to 15-year construction are within the capacity of the Port and TNI.

Impacts to ground transportation from construction activities under Alternative 1 would be less than those currently occurring with the development of the U.S. Air Force Divert project, which are less than significant. Divert, combined with the Divert supplemental pipeline project, requires a total of 225 workers (75 for the pipeline and 150 workers for the Divert field). The Divert pipeline project assumed 99 total trips by construction workers (14 trips per day for the pipeline and 85 trips for the Divert field). U.S. Air Force Divert construction activities are expected to be complete or near completion by the time Alternative 1 construction would begin in 2026.

The number of construction workers on-island would fluctuate over 10 to 15 years depending upon which facilities are constructed in any given year, with the largest number of construction workers anticipated at any one time being approximately 50. Due to the limited labor force available on Tinian, it is likely that up to 70 percent (35 people) would come from off-island. The remaining 15 construction workers are assumed to come from the local population. In addition to construction workers, construction activities would result in a temporary and intermittent increase in vehicular volumes on the roadway network due to delivery and hauling of materials from the Port and TNI. The fluctuation in the number of workers and whether the workers were from the local population or from off-island affects the number of vehicle trips needed to arrive and depart from the project site. A larger volume of workers would require more vehicle round trips in general.

Table 4.7-1 summarizes the assumptions for the construction-related trips along with the estimated number of round trips that would be added to the roadway network during construction. All trips would use local roadways, primarily Broadway and 8th Avenue, to reach construction sites within the Military Lease Area.

Table 4.7-1 Construction Assumptions and Estimated Number of Trips

<i>Type of Trips</i>	<i>Description</i>	<i>Round Trips per Day</i>
Personal Vehicles/Carpool or Passenger Van	Workers from the local population are assumed to carpool to the site. Assumes most would carpool with 3 to 4 people per vehicle, resulting in 10 round trips (5 trips in the morning and 5 in the afternoon). The remaining construction workers would stay in San Jose Village in local hotels or barracks style worker housing, such as those established to support the workers on the U.S. Air Force Divert project. Assumes passenger vans would be used to transport 8-12 people resulting in approximately 10 round trips (5 in the morning and 5 in the afternoon).	20

<i>Type of Trips</i>	<i>Description</i>	<i>Round Trips per Day</i>
Miscellaneous Trips	Includes site inspections, water trucks, and other materials to support construction. Estimated 1 round trip per 25 construction workers per day. Results in 4 additional trips per day (2 to the site and 2 from the site). Trips would be distributed throughout the day.	4
Construction Support Trips	Approximately 17,000 to 22,000 trips for clearing and construction and additional trips for concrete and debris hauling distributed over the course of a 10 to 15-year construction period. Assumes approximately 20 round trips per day for all activities. Trips would be distributed throughout the day.	20

Construction activities under Alternative 1 would add an additional 44 trips per day to the existing roadway network over the course of the intermittent 10-to-15-year construction phasing. The segment of Broadway south of the Military Lease Area carries about 1,560 vehicles per day south of 42nd Street and 300 vehicles per day north of 42nd Street, and 8th Avenue carries approximately 140-180 vehicles on the segment outside of the Military Lease Area. The trips transporting construction workers would be occurring during the morning and afternoon periods, which would add some congestion on the roadway network but would not affect the level of service of the roadways.

Construction truck movements may result in isolated impacts including damage to roads, congestion, slower speeds in construction zones, temporary roadway closures, temporary access restrictions to construction sites and short detours caused by equipment movement, delivery of construction materials, removal of construction debris, and roadway improvements. Other related construction trips would be distributed throughout the day and have minimal effect on roadway traffic as the roadways have adequate capacity to support these additional traffic volumes.

To reduce construction impacts, traffic control plans would be developed to provide guidance on how to direct traffic during the construction phase. Traffic control plans would describe lane configuration, appropriate signage, detour routes, and other strategies and equipment that would be needed to maintain vehicular access along roadways. Traffic control plans could be included with a traffic and work zone management plan that would provide potential contractors sufficient details and directions to use during construction.

Most construction activities under Alternative 1 would occur within the Military Lease Area. Traffic and work zone management plans would further minimize construction impacts on traffic circulation and access to areas around the construction sites. Even with some slight overlap of Divert construction traffic, all roadways would still operate at acceptable levels of service. The increase in traffic volumes related to the additional trips per day would not increase the level of service of the roadway such that it reaches an unacceptable level of service. In addition, construction would include clearing some existing roads and opening additional routes of transportation. The opening of additional routes of transportation would benefit traffic by providing more roads to disperse the traffic through. Impacts to transportation from construction activities under Alternative 1 would be less than significant.

No construction activities would be conducted at the USAGM site on Saipan. Military traffic would be limited to installation of communication equipment on existing towers and occasional inspection and maintenance of communication towers. Worker access to the wastewater treatment plant and visitor access to Agingan Point would not be impacted. Consequently, there would be no impact to traffic at the USAGM Saipan site.

4.7.4 Alternative 2

Under Alternative 2, training would increase over the No Action Alternative by approximately 5 percent, which is approximately 10 percent less than Alternative 1. The size of training events would remain the same, including the same number of people and equipment arriving and departing for each event. This would result in the same volume of activity at the Port and TNI for Alternative 2 and a small increase in traffic on Tinian for any given training event compared to the No Action Alternative. For ground transportation, a 5 percent training increase would not change the level of service for any roadways on Tinian. Improvements to roads would be a beneficial impact such as paving or re-paving of the roads to improve safety and the longevity of the road. Training associated with Alternative 2 would result in fewer impacts to transportation than Alternative 1, and impacts would be less than significant. Alternative 2 would include the same construction activities and impacts as Alternative 1 and would also be a less than significant impact.

4.8 Noise

This section evaluates the potential noise effects on human populations. Effects on specific resources from noise are also presented in their respective sections in this Final EIS—potential effects to land uses from noise are discussed in Section 4.2, socioeconomic-related impacts on domesticated animals in Section 4.3, wildlife in Section 4.4, and cultural resources in Section 4.5. Additional background information on the basics of sound and the potential effects of noise can be found in “Discussion of Noise and Its Effects on the Environment,” which is provided as Attachment 1 to Appendix J, *Noise Study*. Specific topics include land use compatibility, noise-induced vibration effects, noise-induced hearing impairment and non-auditory health effects, noise effects on children, domestic animals, and wildlife.

4.8.1 Approach to Analysis

This noise impact analysis evaluates potential changes to the baseline noise environment with implementation of training and construction activities under the Proposed Action, considering both long-term changes to cumulative sound levels and short-term effects from a single event or peak noise level. The resulting noise exposure is evaluated at Tinian and the southern portion of Saipan. These include locations with noise-sensitive land uses such as residential, schools, places of worship, and natural and cultural resources, as identified in Section 3.8. The analysis also considers whether noise from the Proposed Action would exceed any applicable standards.

4.8.1.1 Methodology

The Proposed Action would result in sounds produced by military training and construction. Typical noise levels generated by construction equipment are used to evaluate potential impacts from construction activities within the Military Lease Area. Noise from military training activities would be principally generated from the use of small arms and explosives during ground training