Appendix E – Public Scoping Documentation

Bremerton International Airport Improvements

FROM:	Port of Bremerton (Port)
DATE:	July 8, 2024
SUBJECT:	Agency Scoping – Solicitation for Comments and Information

The Port of Bremerton (Port) is in the process of performing an environmental pursuant to the National Environmental Policy Act for the Federal Aviation Administration to assess the environmental impacts of nine projects at the Bremerton International Airport (Figure 1), as described below.

Project Description

The purpose of the proposed projects is to develop the eastern portion of the airport property to provide enhanced service for airport users and increased revenue for the Port.

These eight proposed projects include (Exhibit 1):

1. **Sky Park Development (Aviation Reserve/Hangar Storage Area).** This project includes development of the northeast side of the airport between Airport Way SW and the closed runway. Site development will include grading and supporting utility infrastructure, access roads and parking areas, stormwater improvements, and related site work to support new development. Design is 95% complete for this area, but additional mitigation may be required for impacts to wetlands or wetland buffer areas.

2. **East Parallel Taxiway (Phase 1), North Access Road, and Hangar Access Road.** This project will include the following elements:
    - Construction of a portion of the East Parallel Taxiway from Taxiway A3 to the NE Hangar Development (Project 3). The new taxiway and associated taxilanes will be designed to Airport Design Group (ADG) B-II standards and Taxiway Design Group (TDG) 2A/2B standards.
    - Construction of the North Access Road from the roundabout with Airport Way SW at the south end of the closed runway to the NE Hangar Development (Project 3) west of the closed runway.
    - Construction of Hangar Access Road to serve the NE Hangar Development (Project 3) west of the closed runway.
    - Stormwater facilities to support the proposed improvements.

3. **Northeast Hangar Development.** This project will include phased development of new aircraft hangars, to be accessed via the new East Parallel Taxiway, North Access Road, and Hangar Access Road. The hangar development configuration is designed to make use of the relatively level area along both sides of the closed runway. The development would accommodate a variety of hangar types and sizes including T-hangars and box

hangars. [*based on 30% design drawings*]. This development will require utility extensions and new stormwater water quality and detention systems.

4. **Airport Way Road Extension.** Airport Way will be extended from the existing roundabout adjacent to Bremerton Raceway south and west to service the new EDF solar farm (proposed solar farm is not part of this EA). Extension of Airport Way will ultimately extend to SW Lake Flora Road, but the extension beyond the proposed EDF solar farm will not be included in this assessment.

5. **East Parallel Taxiway Extension (Phase 2).** The East Parallel Taxiway Phase 2 will have a runway-taxiway separation of 400 ft to mirror the runway separation of the existing west side parallel taxiway. Phase 2 construction will be between the south end of the existing main runway and Taxiway A3, where the Phase 2 portion will join the Phase 1 portion. Additional taxiway connectors and a new hold apron or bypass taxiway will be included with this taxiway extension.

6. **East Parallel Taxiway Extension (Phase 3).** The East Parallel Taxiway Phase 3 will be the northernmost segment of the taxiway, between the north end of the existing runway to the end of the existing blast pad/clearway. New taxiway connectors and a hold apron or bypass taxiway will be included in this project.

7. **Fixed Base Operator (FBO)/General Aviation (GA) Apron.** The Port is interested in preserving operational capability that may occur beyond the current planning period, or through significant, unanticipated increase in market demand. The new FBO/GA Apron is a development reserve area of Runway 2/20 and the East Parallel Taxiway Phase 2 segment. A portion of the FBO/GA Apron footprint includes the current motocross course. The FBO/GA Apron could accommodate hangars, buildings, and aircraft fueling. The FBO/GA apron will tie in with the planned East Parallel Runway.

8. **Commercial Service Apron.** As with the FBO/GA Apron, the Commercial Service Apron is a development reserve to support future commercial service. The new apron will be on the east side of the main runway, south of the planned FBO/GA apron, and tie in with the planned East Parallel Runway.

Enclosed are a vicinity map showing the project location and a figure showing the project area, proposed construction activities, and potentially impacted resources based on preliminary environmental research.

After reviewing the proposed project area and the preliminary environmental research, please reply with the following information:

- Further analysis needed to evaluate sensitive resources potential impacted by the proposed project not already specified in the attachment.
- Regulatory permits and/or clearances required from your agency not already specified in the attachment.
- Any concerns or issues your agency or organization might have with the proposed project.

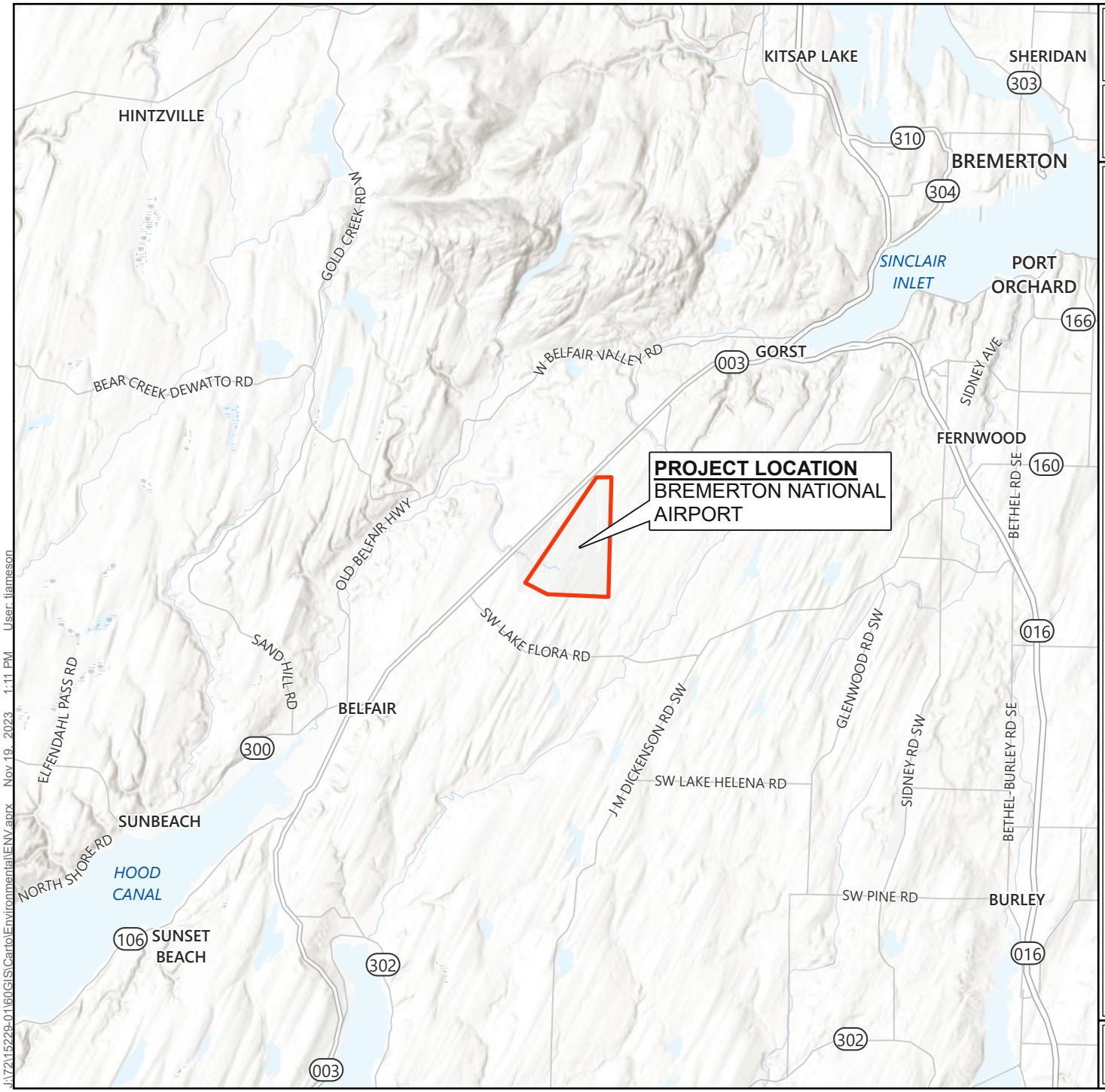
We would appreciate a response within 30 days. If you need any further information or wish to discuss our project, please contact me at 907-865-1238 or tdutchuk@dowl.com

Sincerely,

Theresa Dutchuk
DOWL Senior NEPA Specialist
15325 SE 30th Place #300, Bellevue, WA 98007

Cc
Cole Barnes, coleb@portofbremerton.org
Matthew Prevo, Matthew.A.Prevo@faa.gov

Attachments:
Figure 1 – Project Location and Vicinity
Exhibit 1 – Bremerton EA Projects
Preliminary Environmental Research



Project Location & Vicinity

Bremerton Airport
Wetland Delineation

Study Area

0 1.75 3.5 Miles

N

DOWL

Date: November 2023

Figure 1

J:\72115229-01\60\GIS\Cartol\Environmental\ENV.aprx Nov 19, 2023 1:11 PM User: jlameson

Imagery Layer: Esri, NASA, NGA, USGS, County of Kitsap, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

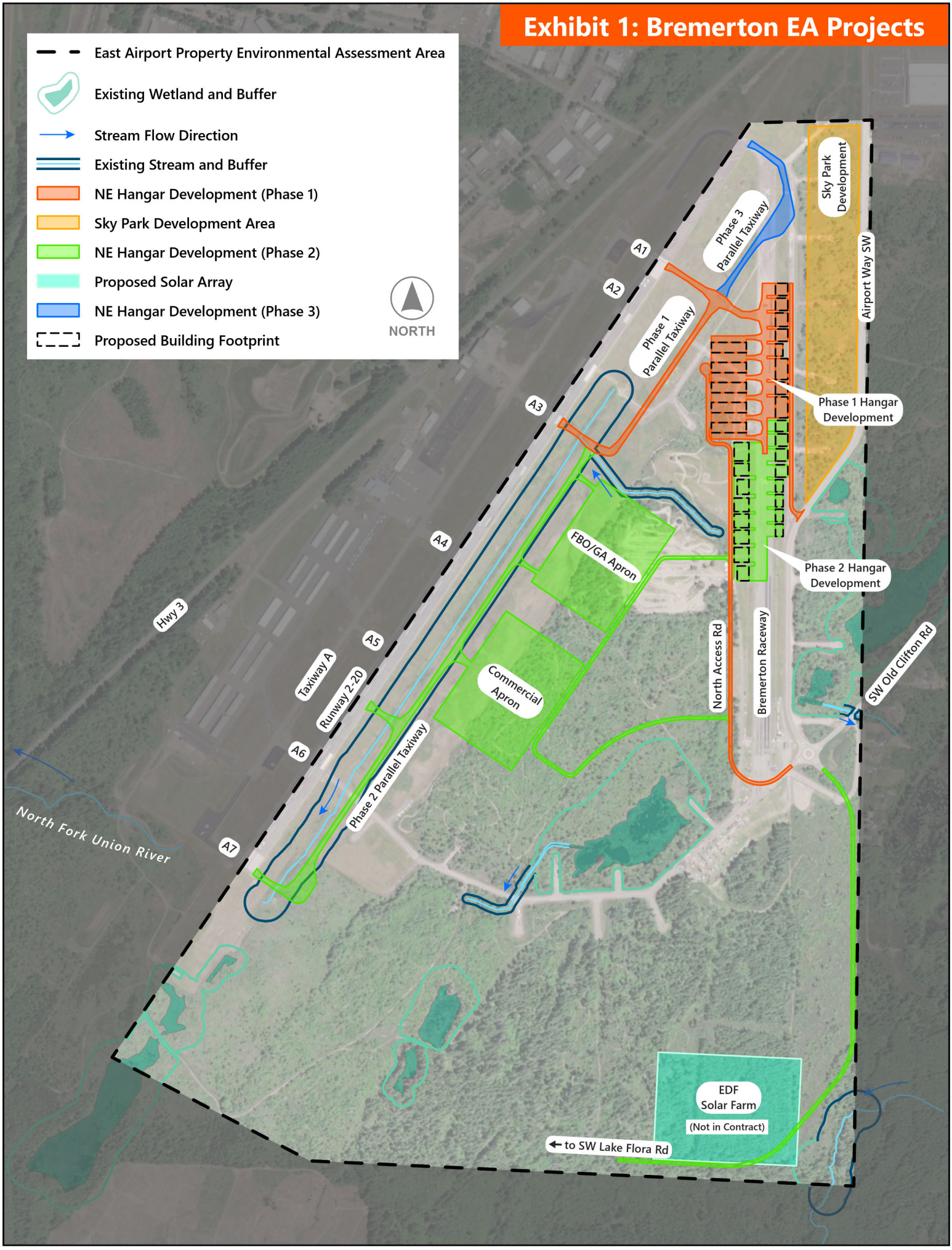


Exhibit 1: Bremerton EA Projects
East Airport Property Environmental Assessment Area
Existing Wetland and Buffer
Stream Flow Direction
Existing Stream and Buffer
NE Hangar Development (Phase 1)
Sky Park Development Area
NE Hangar Development (Phase 2)
Proposed Solar Array
NE Hangar Development (Phase 3)
Proposed Building Footprint
NORTH
A1
A2
A3
A4
A5
A6
A7
Phase 3 Parallel Taxiway
Sky Park Development
Airport Way SW
Phase 1 Parallel Taxiway
Phase 1 Hangar Development
FBO/GA Apron
Phase 2 Hangar Development
Hwy 3
Taxiway A
Runway 2-20
Commercial Apron
North Access Rd
Bremerton Raceway
SW Old Clifton Rd
Phase 2 Parallel Taxiway
North Fork Union River
EDF Solar Farm
(Not in Contract)
to SW Lake Flora Rd

Preliminary Environmental Research

Bremerton International Airport Improvements

Preliminary research has been conducted using the most current available data from state and federal agencies to identify environmental resources within the project area or both projects. The purpose of the preliminary research is to assist in identifying permitting and regulatory requirements for each project and ensure all environmental considerations are used in developing the proposed project.

Environmental resources were identified in accordance with Federal Aviation Administration's (FAA) Environmental Impacts: Policies and Procedures Order 1050.1F and FAA's National Environmental Policy Act Implementing Instructions for Airport Actions Order 5050.4b.

The following resources are not present or relevant within the project area:

Coastal Zone: Washington State was the first state to establish an approved Coastal Zone Management Program, as part of the federal Coastal Zone Management Act, which is comprised of the state's counties that share shoreline with the Pacific Ocean or Puget Sound. Kitsap County has shoreline on the Puget Sound Basin and consequently would be required to obtain permits for certain actions with federal implication. However, the proposed project is located outside of the regulated shoreline and therefore, is not anticipated to have impact to coastal resources.

Threatened or Endangered Species: U.S. Fish and Wildlife Service (USFWS) indicates five species within the project area that are listed under the Endangered Species Act as Threatened, Endangered, or Candidate species. This includes the marbled murrelet, yellow-billed cuckoo, bull trout, Dolly Varden, and monarch butterfly (USFWS 2023a). The proposed project is not located within critical habitat for any of the above listed species and it is unlikely that these species are present within the project area.

Threatened or Endangered Species - Critical Habitat Areas: There are no critical habitats mapped by NMFS's endangered species and critical habitat mapper within the project area (NOAA Fisheries 2023a). The nearest mapped critical habitat to the project area is for chum salmon, approximately 1 mile northwest of the project area.

Threatened or Endangered Species - Marine Mammal Protection Act: There are no Marine Mammal Protection Act-protected species in the project vicinity (NOAA Fisheries 2023b).

Navigable Waters: There are no navigable waters within proximity of the proposed project (USACE 2023).

Farmland: The United States Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey maps the Bremerton Airport property as containing a unit of Shalcar muck, which is prime farmland if drained; a unit of McKenna gravelly loam, which is prime farmland if drained; a unit of Harstine gravelly ashy sandy loam, which is prime farmland if irrigated; and several units of Alderwood gravelly sandy loam, which are, depending on their slopes, prime farmland if irrigated or farmland of statewide importance (NRCS 2023). The airport does not contain any prime farmland. Therefore, the proposed projects will not affect prime farmland or farmland of statewide importance.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks: The proposed project is located within Census Tract 921.01 in Kitsap County, Washington. According to U.S. Census Bureau data (USCB 2020), 78.8% of the population in tract 921.01 is white, 2.0% is Black or African American, 5.1% is Asian, 1.1% is American Indian or Alaska Native, 0.8% is Native Hawaiian or other Pacific Islander, 7.3% is Hispanic or Latino, and 1.7% is some other race. In addition, approximately 5.4% of the population is below the poverty level. The percentages are consistent with, or below, corresponding percentages for Kitsap County and the city of Bremerton and therefore, no relative concentrations of minority or low-income populations would be impacted by the proposed project. This project will not cause shifts in patterns of population movement and growth, place significant demand on public services, or cause changes in business and economic activity on surrounding communities.

The Executive Order 13045 Task Force on Environmental Health Risks and Safety Risks to Children identifies asthma, unintentional injuries, developmental disorders, and cancer as priority impacts to children (EPA 2019). The proposed project would not directly increase the listed priority impacts, as the project would not directly increase aviation traffic that could lead to increases in air pollution, and therefore, no impacts to Children's Environmental Health and Safety Risks is anticipated.

Floodplains: The project area does not contain floodplains and the Federal Emergency Management Agency (FEMA) has mapped the project area as an Area of Minimal Flood Hazard (Zone X) (FEMA 2023).

Groundwater Wells and Aquifers: Washington State Department of Ecology Environmental Information Management (EIM) Groundwater Map Search shows no groundwater wells are located within the project area (Ecology 2023a). A search of EPA's sole source aquifers indicates there are no such resources within the project limits (EPA 2023). No impact to groundwater is anticipated.

Wild and Scenic Rivers: No Wild and Scenic Rivers are located within proximity of the proposed project (National Wild and Scenic Rivers System 2023).

The following resources are present or are relevant in the project area:

Air Quality

Kitsap County has no non-attainment areas for 8-hour ozone, PM 2.5, sulfur dioxide, lead, carbon monoxide, or nitrogen dioxide (EPA 2023b). The proposed project limits are in attainment with the National Ambient Air Quality Standards (NAAQS). Exhaust generated during construction activities may have temporary, localized direct negative impacts to air quality. Clearing of vegetation may be required for construction of project elements and could have negligible, negative, permanent impacts on air quality in the project vicinity from the loss of trees and their potential to absorb air pollutants. Temporary impacts related to construction activities are anticipated. A detailed air quality analysis will not be required as part of the proposed project.

Biological Resources

The project area contains habitat which could support streaked horned larks, listed as Threatened under the Endangered Species Act (USFWS 2023a). Streaked horned lark have been identified at the Tacoma Narrows Airport (approximately 17 miles southwest of Bremerton Airport) which contains similar habitat features to the Bremerton Airport. Washington Department of Fish and Wildlife (WDFW) plans on conducting surveys at Bremerton Airport in 2025 to determine if streaked horned larks are present. If streaked horned lark are found during the proposed 2025 field survey, a Biological Assessment will be prepared.

Fish

The project area does not contain National Marine Fisheries Service (NMFS) endangered species or critical habitat for the West Coast Region (NOAA Fisheries 2023b). However, the North East Fork Union River flows through the project area. NMFS maps the of the North East Fork Union River, (approximately 1 mile downstream of, and entirely outside of, the project area) as critical habitat for Hood Canal summer run chum salmon (Threatened) (NOAA Fisheries 2023a). A culvert which has been identified as a barrier to fish passage (WDFW ID 991728) prevents fish access to the reach within the project area. Within the project area, the North East Fork Union River is mapped by the Statewide Integrated Fish Distribution and WDFW's Priority Habitat and Species (PHS) map as potential habitat for coho salmon, federally listed as Threatened (WDFW 2023; NWIFC 2023). The PHS map also shows resident coastal cutthroat trout as occurring in North East Fork Union River within the project area.

Essential Fish Habitat

The Magnuson- Stevens Fishery Conservation and Management Act (1996) defines essential fish habitat (EFH) as "waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity".

According to the NOAA Fisheries EFH mapper, EFH exists for chinook salmon, coho salmon and Puget Sound pink salmon (NOAA Fisheries 2023a).

Department of Transportation Act, Section 4(f)

Publicly owned wildlife refuges, parks and recreation areas, and historic sites eligible for the National Register of Historic Places are all potential properties protected from transportation impacts by Section 4(f) of the Department of Transportation Act. There are no wildlife refuges, parks, or recreation areas located in the project area; however, there are three potential Section 4(f) sites within the project vicinity. These include Gold Mountain Golf Course, approximately 1 mile from the airport; Coulter Creek Heritage Park, approximately 1 mile from the airport; and Camp Calvinwood State Park, approximately 2 miles from the airport. The project team will coordinate with the Washington State Historic Preservation Officer (SHPO) and the Federal Aviation Administration to determine whether any publicly owned resources would be impacted and require a Section 4(f) evaluation.

Hazardous Material, Solid Waste, and Pollution Prevention

The Resource Conservation and Recovery Act (RCRA), as amended by the Federal Facilities Compliance Act of 1992 governs the generation, treatment, storage, and disposal of hazardous wastes and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as Superfund) provides for the cleanup of any releases of a hazardous substance (excluding petroleum) into the environment. FAA actions to fund, approve, or conduct an activity require consideration of hazardous material and solid waste impacts.

According to Washington Department of Ecology (Ecology), twelve contaminated sites are located within a 1-mile radius of the project limits (Ecology 2023b). This includes six that are on Bremerton Airport property. All twelve sites have been cleaned up and comply with the standards in the state's Model Toxics Control Act.

No Underground Storage Tanks are located within the project limits (Ecology 2023c). Additional assessment of the nearby contaminated sites may be required prior to construction.

The airport was previously certified as an FAA Part 139 airport and therefore, likely used aqueous firefighting foam (AFFF) which is a substance known to contain per-and polyfluoroalkyl substances (PFAS). Though there is no documentation of PFAS contamination at the airport, it should be considered potentially present.

The airport is also assumed to contain the chemical 6PPD (N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine) which is a chemical found in automotive tires. 6PPD is lethal to coho salmon and can contaminate water systems.

Historical, Architectural, Archaeological, and Cultural Resources

The Washington Department of Archaeology and Historic Preservation and the National Register of Historic Places was reviewed for this project. There are no sites mapped within the project area (Washington State Department of Archaeology and Historic Preservation 2023; National Parks Service 2023). Cultural resources compliance through Section 106 of the National Historic Preservation Act will be required and will include field investigations, consultation, and reporting. In addition, if artifacts are discovered during site investigation or construction, all work that would impact the resources would be halted and the State Historic Preservation Office would be contacted; work would not resume until SHPO clearance was obtained.

Land Use

The Port of Bremerton owns and controls the land within the airport property boundary and surrounding the project limits. The City of Bremerton zoning map designation for the airport property is within the Puget Sound Industrial Center Bremerton Subarea (City of Bremerton 2016). As all proposed work would

take place on existing airport property, no impact to land use is anticipated.

Land use adjacent to the airport property includes areas within unincorporated Kitsap County that are zoned as Unincorporated Rural with designations including Rural Residential, Rural Protection, Park, and Woodland.

Natural Resources and Energy Supply

The proposed project, while anticipating an increase in aviation activities at the Bremerton Airport, would not increase the need for energy supplies or natural resources. The local power company is not expected to have difficulty meeting energy demands from the proposed project. Potential increases in fuel consumption are not anticipated to be significant and the additional demand could be met with existing fuel supplies.

Noise and Noise Compatible Land Use

A noise analysis was conducted for the airport as part of the Bremerton National Airport 2015 Master Plan Update and demonstrated that the 65 DNL noise contours are within the airport property for current, and forecasted, airport operations (Century West 2015). Because this project will not affect the airport runway configurations, aircraft operations, aircraft types using the airport, or aircraft flight characteristics, long-term impacts related to noise are not anticipated. However, temporary increases in noise related to construction would take place.

Visual Effects

The visual character of the areas surrounding the project area is rural and forested. Much of the land adjoining the airport is dominated by forest. Minor impacts to the visual character are anticipated from clearing of trees during construction activities.

Water Resources

Wetlands and Waters of the U.S.

The United States Fish and Wildlife Service National Wetlands Inventory (NWI) and Kitsap County mapping identifies emergent and shrub-scrub wetlands within the project limits (USFWS 2023b, Kitsap County 2017). DOWL biologists confirmed the presence of these mapped wetlands during field work conducted in October and November 2023.

Surface Waters

Six streams are mapped in the study area (Washington Department of Natural Resources 2023; Kitsap County 2017). These include an unnamed stream which is east of and parallel to the main runway and outlets to the North East Fork Union River. The North East Fork Union River is a tributary of the Union River which flows into Hood Canal. This unnamed stream has four tributaries within the study area. Two segments of an unnamed Type F stream are on the eastern edge of the study area. This stream flows to Coulter Creek approximately 0.3 mile outside of the study area. In addition, several small ponds are visible on aerial imagery. The proposed project would not require dredging or the placement of fill within any surface waters. Potential minor temporary impacts to water quality from erosion/sedimentation from ground disturbance related to tree removal is anticipated.

Climate Change

Climate change refers to a significant change in long-term (decades to millennia) weather patterns because of changes in the concentrations of greenhouse gases within the Earth's atmosphere. While the proposed project would not directly increase air traffic, construction activities may require clearing of trees which would cause CO2, a greenhouse gas, to be released into the atmosphere. It is anticipated that the release of CO2 from removed trees would likely have negligible impacts on climate.

Additionally, construction activities may result in a temporary increase in CO2 emissions from operation of heavy machinery. The proposed infrastructure is designed to be resilient to the effects of climate change.

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From: Albright-Garland, Sarah L CIV USARMY CENWS (USA)
To: Theresa Dutchuk
Subject: [EXT] RE: Request for Comment - Bremerton International Airport (PWT)
Date: Tuesday, July 9, 2024 6:59:09 AM

Hi Theresa,

Thanks for reaching out! If fill is being placed in any of the streams, wetlands, or ditches on site, the project may need a Section 404 permit from the Corps. Things like culverts and piping streams or ditches tend to trigger the 404 permit, but it's hard to tell based off your attachment what the impacts to the streams/ditches looks like. Let me know if you have any questions or would like to chat further!

Thanks,

Sarah Albright-Garland *(she/her)*
Project Manager, Ecologist
U.S. Army Corps of Engineers, Regulatory | Seattle District
Phone: (206) 561-6746

Address:
4735 East Marginal Way South, Building 1202
Seattle, Washington 98134-2388

Corps Website: http://www.nws.usace.army.mil/

From: Theresa Dutchuk <tdutchuk@dowl.com>
Sent: Monday, July 8, 2024 5:17 PM
To: chris.kitchen@cleanairpugetsound.net; epa-seattle@epa.gov; bonnie.shorin@noaa.gov; kimberly_flotlin@fws.gov; dcdpermits@ci.bremerton.wa.us; kim.wooten@ecy.wa.gov; annette.hoffmann@ecy.wa.gov; caroline.corcoran@ecy.wa.gov; Albright-Garland, Sarah L CIV USARMY CENWS (USA) <Sarah.L.Albright@usace.army.mil>; Heather.Hall@dfw.wa.gov; Help@Kitsap1.com; strudel@Suquamish.nsn.us; Shlanay1@skokomish.org; pgst-thpo@pgst.nsn.us
Cc: Cole Barnes <coleb@portofbremerton.org>; Arne Bakker <arneb@portofbremerton.org>; Wes Holden <wholden@dowl.com>; Lizzie Zemke <lzemke@DOWL.COM>; Prevo, Matthew A (FAA) <Matthew.A.Prevo@faa.gov>
Subject: [Non-DoD Source] Request for Comment - Bremerton International Airport (PWT)

Good Afternoon,

Please find attached a solicitation for comments and information regarding eight proposed projects at Bremerton International Airport (PWT). The environmental review is currently underway and a National Environmental Policy Act (NEPA) review under Federal Aviation Administration is also expected to begin this year.

This is a scoping solicitation intended to identify the following:

- Whether further analysis is needed to evaluate sensitive resources potential impacted by the proposed project.
- If regulatory permits and/or clearances are required from your agency.
- Any concerns or issues your agency or organization might have with the proposed project.

Please don't hesitate to reach out with any questions or comments. We look forward to coordinating with you.

Theresa

Theresa Dutchuk
Senior NEPA Specialist

DOWL

(907) 562-2000 | office
(907) 865-1238 | direct

dowl.com

From: Taylor Harriman
To: Theresa Dutchuk
Cc: Stephanie Trudel
Subject: [EXT] Bremerton International Airport Project consultation
Date: Thursday, July 25, 2024 2:57:32 PM

Hello Theresa,

Thank you for consulting with the Suquamish Indian Tribe and providing an opportunity for us to comment on the proposed Bremerton International Airport Projects. The Suquamish Tribe's Archaeology and Historic Preservation Program has reviewed the project areas and has no comments or concerns regarding cultural resources or the project at this time.

Thank You,
Taylor Harriman

Taylor Harriman
Archaeologist I
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
360-394-8529
tharriman@suquamish.nsn.us

From: Bonnie Shorin - NOAA Federal
To: Theresa Dutchuk
Subject: [EXT] Re: Request for Comment - Bremerton International Airport (PWT)
Date: Monday, July 29, 2024 12:59:57 PM

Hello, and thanks for this notice. Any activity that expands or modifies pollution generating impervious surfaces, or that modifies discharge into fish bearing streams, or streams that join fishbearing streams, or that discharge to Puget Sound, would require ESA consultation, even i treatment is being added or upgraded.

On Mon, Jul 8, 2024 at 5:17 PM Theresa Dutchuk <tdutchuk@dowl.com> wrote:

> Good Afternoon,
>
> Please find attached a solicitation for comments and information regarding eight proposed projects at Bremerton International Airport (PWT). The environmental review is currently underway and a National Environmental Policy Act (NEPA) review under Federal Aviation Administration is also expected to begin this year.
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>
> Please don't hesitate to reach out with any questions or comments. We look forward to coordinating with you.
>
> Theresa
>
> **Theresa Dutchuk**
> Senior NEPA Specialist
>
> **DOWL**
>
> (907) 562-2000 | office
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From: Wourms, Lindsay (DFW)
To: Theresa Dutchuk
Cc: Lentes, Gwendolen A (DFW); Bryant, Jessica (DFW)
Subject: [EXT] Request for Comment - Bremerton International Airport (PWT)
Date: Tuesday, July 30, 2024 4:25:29 PM
Attachments: image001.png

Hi Theresa,

I'm Lindsay Wourms, the new WDFW Assistant Regional Habitat Program Manager based out of the Port Orchard office. I am currently working on hiring the Area Habitat Biologist whose coverage area will include Bremerton. Until that position is filled, I'm happy to take the lead on creating a comment letter for these projects at the Bremerton International Airport with the help of Jessica Bryant, our Habitat Regional Land Use Lead.

I will just need a few pieces of information to get started. Could you please forward the project materials that you have for review that were mentioned in the email on July 8th? I'd also like to know if there is a specific deadline or timeline for the review/comment period.

Thank you for reaching out to the WDFW for comment and I look forward to working with you on this project!

Lindsay

Lindsay Wourms
Assistant Regional Habitat Program Manager
Region 6 – Port Orchard Office
Washington Department of Fish and Wildlife

Lindsay.Wourms@dfw.wa.gov | 360-701-7705

From: Theresa Dutchuk <tdutchuk@dowl.com>
Sent: Monday, July 8, 2024 5:17 PM
To: chris.kitchen@cleanairpugetsound.net; epa-seattle@epa.gov; bonnie.shorin@noaa.gov; kimberly_flotlin@fws.gov; dcdpermits@ci.bremerton.wa.us; Wooten, Kim (ECY) <kiwo461@ECY.WA.GOV>; Hoffmann, Annette (ECY) <ahof461@ECY.WA.GOV>; Corcoran, Caroline (ECY) <caco461@ECY.WA.GOV>; sarah.l.albright@usace.army.mil; Hall, Heather J (DFW) <Heather.Hall@dfw.wa.gov>; Help@Kitsap1.com; strudel@Suquamish.nsn.us; Shlanay1@skokomish.org; pgst-thpo@pgst.nsn.us
Cc: Cole Barnes <coleb@portofbremerton.org>; Arne Bakker <arneb@portofbremerton.org>; Wes Holden <wholden@dowl.com>; Lizzie Zemke <lzemke@DOWL.COM>; Prevo, Matthew A (FAA) <Matthew.A.Prevo@faa.gov>

Subject: Request for Comment - Bremerton International Airport (PWT)

External Email

Good Afternoon,

Please find attached a solicitation for comments and information regarding eight proposed projects at Bremerton International Airport (PWT). The environmental review is currently underway and a National Environmental Policy Act (NEPA) review under Federal Aviation Administration is also expected to begin this year.

This is a scoping solicitation intended to identify the following:

- Whether further analysis is needed to evaluate sensitive resources potential impacted by the proposed project.
- If regulatory permits and/or clearances are required from your agency.
- Any concerns or issues your agency or organization might have with the proposed project.

Please don't hesitate to reach out with any questions or comments. We look forward to coordinating with you.

Theresa

Theresa Dutchuk
Senior NEPA Specialist

DOWL

(907) 562-2000 | office
(907) 865-1238 | direct

dowl.com

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

August 7, 2024

Theresa Dutchuk, Senior NEPA Specialist
DOWL
15325 SE 30th Pl, #300
Bellevue, WA 98007

Re: Bremerton International Airport Improvements

Dear Theresa Dutchuk:

Thank you for the opportunity to provide initial comments on the eight proposed projects at the Bremerton International Airport. Based on review of the scope of these proposed projects, the Department of Ecology (Ecology) would like to provide the following comments for your consideration:

Ecology appreciates the Port of Bremerton's attention in conducting a preliminary review of reported contaminated sites in the vicinity of the proposed project and we commend the Port for proactively remediating contamination. In the agency scoping memo, the Port notes that there are twelve contaminated sites within a 1-mile radius of the project limits, six of which are located on the Bremerton Airport property. Based on our review, we identify sixteen sites that are within a mile of the project boundary, several of which have existing contamination concerns. These are as follows:

- Airport Auto Wrecking (CSID 923): Located to the east of the project, Awaiting Cleanup
- Olympic View Sanitary Landfill (CSID 4217): Located to the west, Cleanup Started
- Pope Lumber Mill (CSID 2424): Located to the northeast, Cleanup Started
- Norseland Landfill (CSID 761): Located to the west, No Further Action; however a restrictive covenant was recorded on the property August 2000 to protect against remaining contamination

Ecology would expect to see the preliminary environmental impact statement (PEIS) contain a discussion of historical land uses and releases within the proposed project property and adjacent areas as well as potential sources of future contamination. It should be noted that per- and polyfluoroalkyl substances (PFAS) are often associated with airports due to the use of these

substances in fire-suppressing aqueous film-forming foams (AFFF). Regulations for PFAS were implemented within the last few years. As such, prior cleanups likely did not evaluate the presence of PFAS as part of cleanup activities nor report their release if these chemicals were used.

Ecology encourages the Port to conduct a Phase I Environmental Site Assessment and, if appropriate, additional investigation if PFAS and/or other contaminants are suspected to be released to the environment.

As you may be aware, Ecology's What's in My Neighborhood provides an interactive map showing reported contaminated sites and can be accessed at https://apps.ecology.wa.gov/neighborhood/. Electronically available documents can be accessed through the cleanup site webpage at https://apps.ecology.wa.gov/gsp/SiteSearchPage.aspx. To review documents not available electronically, please put in a public records request using the instructions or online submission form available at https://ecology.wa.gov/About-us/Accountability-transparency/Public-records-requests.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Kim Smith from the Toxics Cleanup Program at (425) 200-2834 or by email at kim.smith@ecy.wa.gov.

Sincerely,

Kelli Price

Kelli Price
SEPA Coordinator

Sent by email: Theresa Dutchuk, tdutchuk@dowl.com

ecc: Kim Smith, Ecology

From: Wourms, Lindsay (DFW)
To: Theresa Dutchuk; Cole Barnes; Arne Bakker
Cc: Eberly, Jennifer C (DFW)
Subject: [EXT] RE: WDFW Site Visit - Bremerton Airport
Date: Wednesday, August 28, 2024 10:27:15 AM
Attachments: image001.png
wdfw01501.pdf

WARNING: *External Sender - use caution when clicking links and opening attachments.*

Hi Theresa,

Thank you again for getting us out on site yesterday! To follow up on our discussion, I have attached the "Water Crossing Design Guidelines" to this email. Please see Chapter 2 on No Slope Culvert Designs. As we discussed, even with the barriers downstream of the proposed culvert, this stream does contain fish habitat and has the potential to see fish reach this area of the stream should the downstream culverts be removed in the future. Therefore, we require a fish passable culvert design and we propose a no-slope culvert as the most cost effective method.

I will continue to work with our team internally to finalize our comments on the project as a whole and I plan to have those back to you by September 13th at the latest.

Please reach out if you have any questions,

Lindsay Wourms
Assistant Regional Habitat Program Manager
Region 6 – Port Orchard Office
Washington Department of Fish and Wildlife

Lindsay.Wourms@dfw.wa.gov | 360-701-7705

From: Theresa Dutchuk <tdutchuk@dowl.com>
Sent: Monday, August 26, 2024 5:11 PM
To: Cole Barnes <coleb@portofbremerton.org>; Arne Bakker <arneb@portofbremerton.org>; Wourms, Lindsay (DFW) <Lindsay.Wourms@dfw.wa.gov>
Cc: Eberly, Jennifer C (DFW) <Jennifer.Eberly@dfw.wa.gov>
Subject: RE: WDFW Site Visit - Bremerton Airport

External Email

Hi Lindsay and Jennifer,

I wanted to send a couple figures in advance of tomorrow's site visit. Attached is the overall project area graphic of existing conditions as well as the concept design of the projects.

I'll get these printed and bring them with us for review in the field.

Theresa

Theresa Dutchuk
Senior NEPA Specialist

DOWL

(907) 562-2000 | office
(907) 865-1238 | direct

dowl.com

-----Original Appointment-----
From: Theresa Dutchuk
Sent: Monday, August 19, 2024 12:21 PM
To: Theresa Dutchuk; Cole Barnes; Arne Bakker; Wourms, Lindsay (DFW)
Cc: Eberly, Jennifer C (DFW)
Subject: WDFW Site Visit - Bremerton Airport
When: Tuesday, August 27, 2024 9:15 AM-10:15 AM (UTC-09:00) Alaska.
Where: Bremerton Ntl Airport (8850 State Highway 3 SW, Bremerton, WA 98312)

Lindsay – can you please forward this to the appropriate recipients for WDFW?

See you all next week!
Theresa

From: Bonnie Shorin - NOAA Federal
To: Theresa Dutchuk; Matthew.a.prevo@faa.gov
Subject: [EXT] De-Icers in runnoff
Date: Thursday, August 29, 2024 10:40:39 AM

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https://www.washingtonpost.com/science/2024/08/17/road-salt-deicer-plankton-freshwater/

We once wrote a letter of concurrence on paving a bike trail in at Mount Hood. We said it was Not Likely to Adversely Affect. We were sued *and we lost* because a paved trail in the mountains was reasonably asserted by the plaintiifs to likely have de-icer applied for safety reasons, and that material would wash off into adjacent streams.

You may need to include this in your BA.

Bonnie Shorin, JD
Branch Supervisor, Central Puget Sound Branch,
NOAA Fisheries | U.S. Department of Commerce
Mobile: (360) 995-2750

www.fisheries.noaa.gov

State of Washington
Department of Fish and Wildlife

Mailing Address: P.O. Box 43141, Olympia, WA 98504-3141 • (360) 902-2200 • TDD (360) 902-2207
Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia WA 98501

February 10, 2025

To: Theresa Dutchuk
Senior NEPA Specialist | DOWL
15325 SE 30th Place #300, Bellevue,
WA 98007
tdutchuk@dowl.com
907.562.2000

Cc: Cole Barnes
Airport Manager | Bremerton Airport
8850 SW State Hwy 3
Bremerton, WA 98312
coleb@portofbremerton.org
360.674.2381

To Whom it May Concern:

On behalf of the Washington Department of Fish and Wildlife (WDFW), we appreciate the opportunity to provide input regarding the Bremerton International Airport's (Airport) 2024 General Agency Scoping Letter. WDFW is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities. In recognition of our responsibilities, we address how proposed Airport development may impact state and federally protected wildlife species including streaked horned lark (*Ermeophila alipestris strigata;* lark) and Shelton Pocket Gopher (*Thomomys mazama couchi*), fish, and riparian habitat.

The Port of Bremerton is encouraged to incorporate WDFW recommendations into the final plan sets to prevent foreseeable, adverse impacts on state and federally listed wildlife at the Airport. Below, we elaborate on these and other concerns and offer recommendations for wildlife surveys, Best Management Practices (BMPs), and permit requirements.

BIOLOGICAL RESOURCES

Streaked Horned Lark
WDFW is aware of potentially suitable habitat for the state endangered and federally threatened Streaked Horned Lark within the project boundaries, especially near the hangar, taxiway, and apron projects. Therefore, we request that the Bremerton International Airport contact the WDFW Wildlife Program to conduct surveys to determine occupancy of Streaked Horned Lark prior to construction. Christa LeGrande is our Prairie Vertebrate Species Lead and is available to coordinate these surveys on behalf of WDFW.

Shelton Pocket Gopher
WDFW is aware of potentially suitable habitat for the state threatened Shelton Pocket Gopher within the project boundaries, especially in areas containing gravelly loam / gravelly sandy loam soils. Therefore, we request that the Bremerton International Airport contact the WDFW Wildlife Program to conduct surveys to determine occupancy of the Shelton Pocket Gopher prior to construction. Christa LeGrande is our Prairie Vertebrate Species Lead and is available to coordinate these surveys on behalf of WDFW.

Fish

NMFS mapping indicates that the North Fork Union River is critical habitat for federally listed Hood Canal summer run Chum Salmon. PHS mapping also indicated recorded sightings of federally listed Coho Salmon. WDFW requires that the Bremerton International Airport obtain a Hydraulic Project Approval (HPA) permit for work conducted on the North Fork Union River, as per WAC 220-660-101, to ensure that construction is done in a manner that protects fish life. To ensure compliance with Washington state hydraulic code rules and WDFW's 'No Net Loss' (NNL) standard, we encourage the Airport to work with the Area Habitat Biologist (AHB) assigned to cover hydraulic permitting in their area (as shown in this mapping tool). The AHB will be able to assess the project's location and provide necessary technical assistance in determining if an HPA need exists.

Water Resources
The proposed plans indicate the need for tree removal, which may have temporary impacts to water quality from erosion/sedimentation from ground disturbance. WDFW requires an HPA permit to be obtained for any tree removal near waters of the state as per WAC 220-660-280. WDFW also recommends that the Airport retain trees and vegetation within the riparian zone of the North Fork Union River. Maintaining a healthy riparian ecosystem will help to lower water temperatures, increase bank stability, provide nutrients, and help to remove pollutants. Each of these functions will enhance downstream fish habitat. WDFW understands the need for safety and clear lines of sight near the taxiway, however, we recommend that the Airport maintain low growing vegetation within the stream buffer that will not exceed the height of the runway.

We again appreciate the opportunity to provide comments and hope that these recommendations will be helpful guidance for drafting the final plan sets. Please do not hesitate to reach out with any questions or concerns to myself, Lindsay Wourms (Lindsay.wourms@dfw.wa.gov).

Sincerely,

Lindsay Wourms
Assistant Regional Habitat Program
Manager, Region 6, WDFW

CC; Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)
Christa LeGrande (Rolls), Prairie Vertebrate Species Lead (Christa.Rolls@dfw.wa.gov)

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Allie Taylor
Tribal Historic Preservation Officer
Jamestown S'Klallam Tribe
1033 Old Blyn Hwy
Sequim, WA 98382-9342
THPO@jamestowntribe.com

Dear Ms. Allie Taylor:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Jamestown S'Klallam Tribe and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

The proposed Bremerton East Airport Development Project plans encompass four developmental phases on the airport grounds to extend the existing airport facility. This includes extensions to roadways, aprons, and taxiways. A hangar and parking will also be constructed. The project features will include the following (Figure 2):

Phase 1 – East Parallel Taxiway

To serve anticipated future aviation development and improve safety, a full-length parallel 35-ft wide taxiway would be constructed on the east side of Runway 2/20. The East Parallel Taxiway would provide efficient movement of aircraft to/from the runway and provide access to future landside development. East Parallel Taxiway (constructed in three phases), North Access Road, and Hangar Access Road. This phase would include the following elements:

- Construction of a portion of the new East Parallel Taxiway from Taxiway A3 north to the new eastside hangar development area. The new taxiway and associated taxi lanes will be

designed to Airport Design Group (ADG) B-II standards and Taxiway Design Group (TOG) 2N2B standards.

- Construction of a hangar access road to serve new eastside hangar development (Phase 2).
- Construction of the North Access Road from Airport Way SW to serve vehicles to the new apron developments (Phase 3 and 4).
- Stormwater facilities to support the proposed improvements.
- Part 2 of the east parallel taxiway extension will extend the new eastside parallel taxiway from Taxiway A3 south the full length of Runway 2-20 and connect to the existing Runway 2 threshold via a new connector taxiway. Additional taxiway connectors and a new hold apron or bypass taxiway will be included with this taxiway extension.
- Part 3 of the east parallel taxiway extension will extend the new eastside parallel taxiway north from the Runway 20 end to the end of the existing blast pad/clearway. New taxiway connectors and a hold apron or bypass taxiway will be included.

To avoid the instrument landing system (ILS) glide slope antenna and to eliminate aircraft taxiing through the glide slope critical area, the runway-taxiway separation will be increased to 570 feet from Taxiway A3 to the north end of the new parallel taxiway. The remaining East Parallel will have a standard runway-taxiway separation of 400 feet.

Phase 2 – Northeast Hangar Development

This project will include the development of new aircraft hangars, to be accessed via the new East Parallel Taxiway, North Access Road, and Hangar Access Road. The hangar development configuration is designed to make use of the relatively level area along both sides of the closed runway (Runway 16/34). The development would accommodate a variety of hangar types and sizes including T-hangars and box hangars. Taxiway C, running parallel to the decommissioned runway will have an approximate width of 35 ft, meant to accommodate Class B-II aircraft. Taxilanes C1 – C6, running perpendicular to the decommissioned runway, will have a design width of 25 ft, meant to accommodate Class B-I aircraft, which are small aircrafts under 12,500 pounds. This development will require utility extensions and new stormwater water quality and detention systems.

Phase 3 – Fixed Base Operator (FBO)/General Aviation Apron (GA)

The Port is interested in preserving operational capability that may occur beyond the current planning period unanticipated increase in market demand. The new FBO/GA Apron is a development reserve area of Runway 2/20 and a segment of the East Parallel Taxiway. A portion of the FBO/GA Apron footprint includes the current Moto West Racetrack motocross course. The FBO/GA Apron could accommodate hangars, buildings, and aircraft fueling. The initial apron design is meant to accommodate Class B-I aircraft. The FBO/GA apron will tie in with the planned East Parallel Taxiway

Phase 4 – Commercial Service Apron

As with the FBO/GA Apron, the Commercial Service Apron is a development reserve to support future commercial service. The new apron will be on the east side of the main runway, south of

the planned FBO/GA apron, and tie in with the planned East Parallel Taxiway. The initial apron design is meant to accommodate Class B-II aircraft.

As a result of the Class III cultural resources survey and testing, Historical Research Associates, Inc. (HRA) recommended a finding **of no effect to historic properties**. HRA also recommended a project-specific Inadvertent Discovery Plan (IDP) be developed and implemented throughout construction. FAA agreed with HRA's recommendation and believes that this level of identification is sufficient for this project. On May 2, 2025, the Washington State Department of Archaeology & Historic Preservation concurred with the FAA's recommendations. Additionally, the FAA is preparing an EA for the Bremerton East Airport Development Project. The FAA is offering invited parties another opportunity to comment, before it is released to the public for comment and in preparation of the Final EA and Record of Decision.

I would like to offer another invitation for you to review the information on the proposed action and evaluate whether you believe there may be potential for this action to affect tribal trust and/or subsistence resources. This invitation is made pursuant to FAA's policy for government-to-government consultation with American Indian and Alaska Native tribes (FAA Order 1210.20).

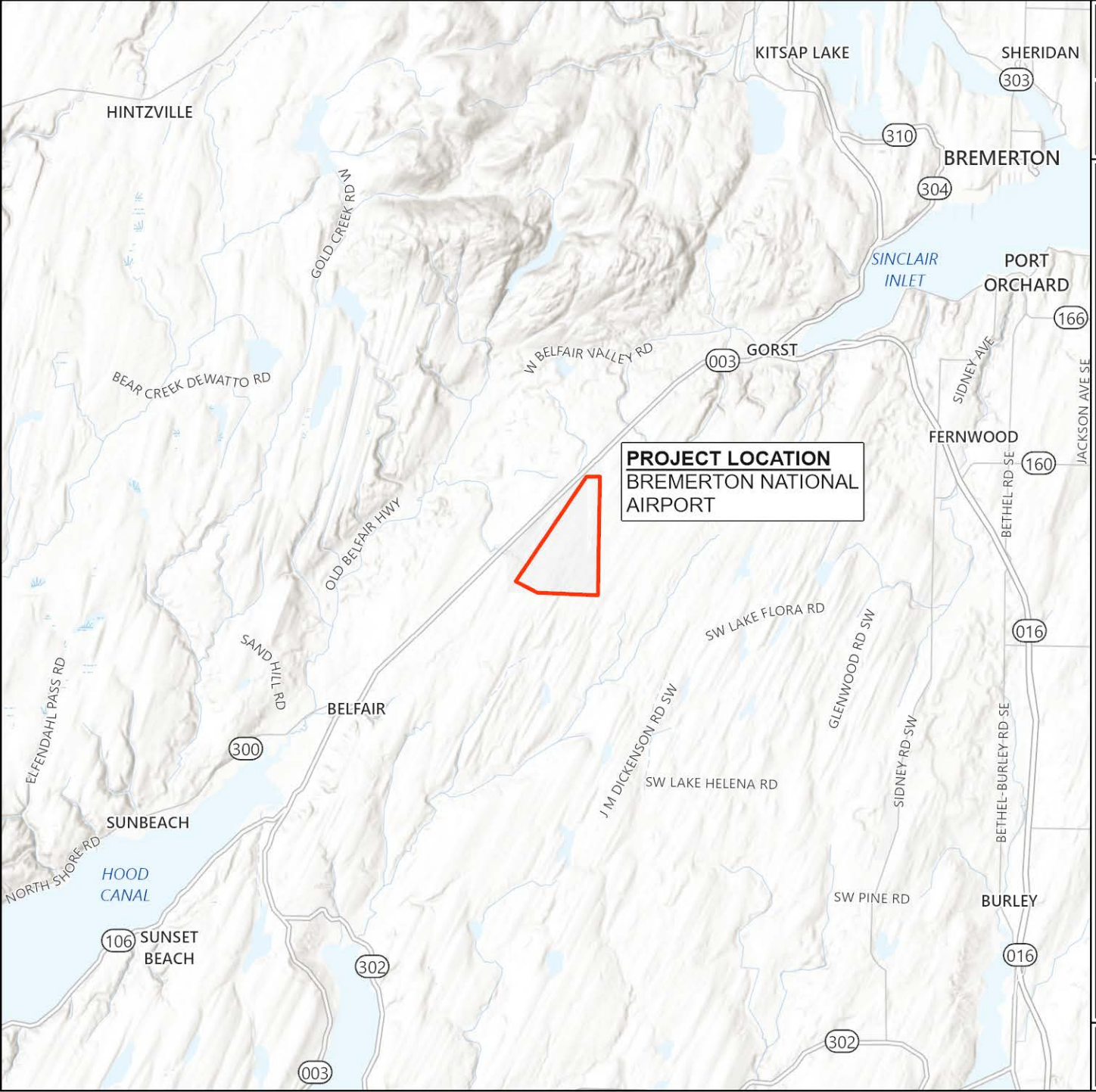
If you have questions, comments or concerns related to this proposed Project, please feel free to contact me, Clay Knudson, at the address above, via email at Clayton.D.Knudson@faa.gov, or by phone at (303) 342-1253. If you believe that tribal rights and/or protected resources may be affected by this Project and would like to engage in government-government consultation with FAA, please advise me in writing using the contact information provided above.

Sincerely,

Clay Knudson
Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

Project Location & Vicinity

Bremerton Airport
Environmental Assessment



Study Area

Imagery Layer: Esri, NASA, NGA, USGS, County of Kitsap, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

0 1.75 3.5 Miles

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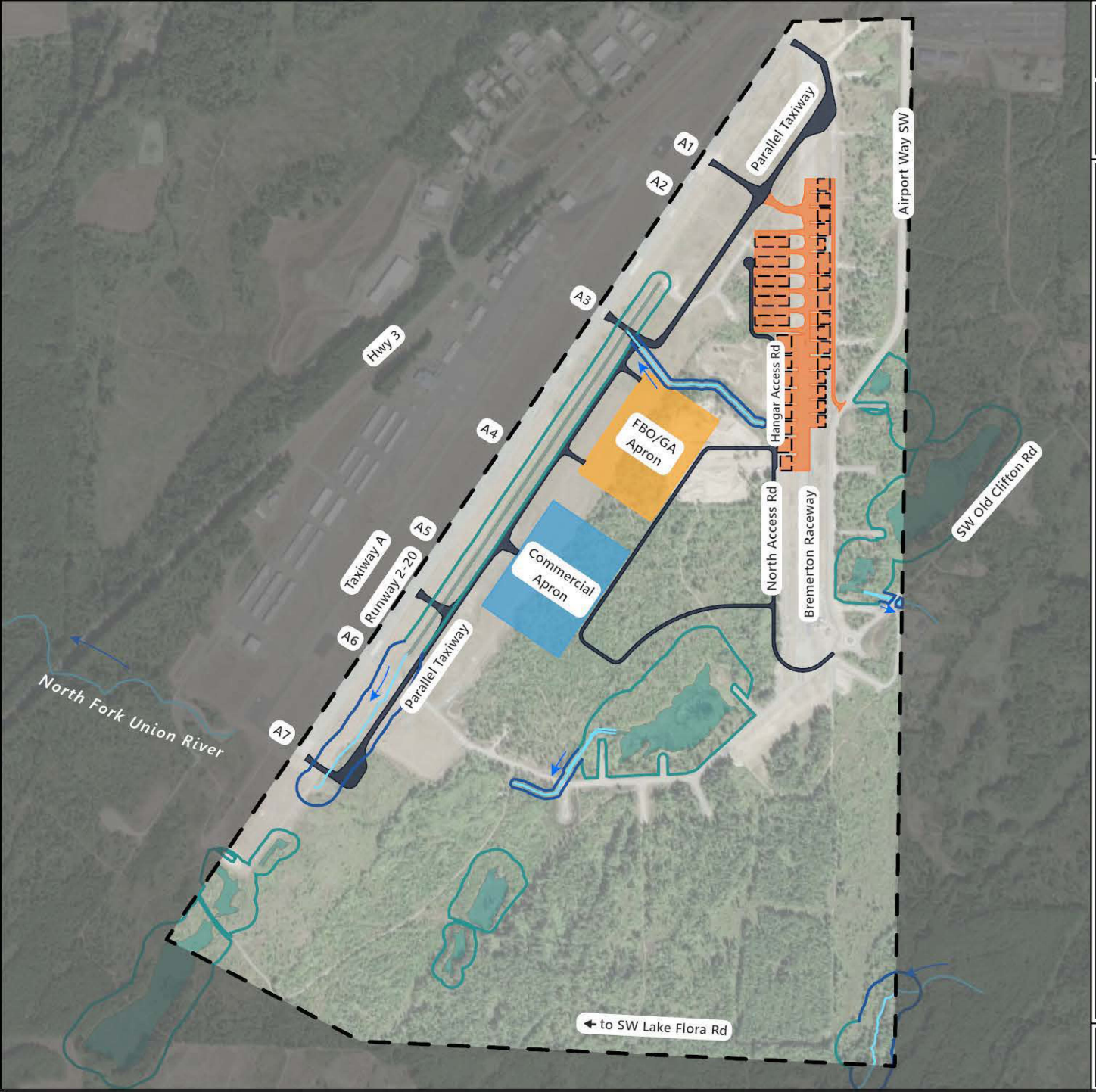
DOWL

Date: October 2024

Figure 1



EA Projects

Bremerton Airport Environmental Assessment

- East Airport Property Envionmental Assessment Area
- Existing Wetland and Buffer
- Stream Flow Direction
- Existing Stream and Buffer
- East Parallel Taxiway (Phase 1)
- Northeast Hangar Development (Phase 2)
- Fixed Base Operator/ General Aviation (FBO/GA) Apron (Phase 3)
- Commercial Service Apron (Phase 4)
- Proposed Building Footprint

Imagery Layer: Maxar

0 1,000 2,000 US Feet

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DOWL

Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Misty Ives
Tribal Historic Preservation Officer
Port Gamble S'Klallam Tribe
31912 Little Boston Road NW
Kingston, WA 98346
pgst-thpo@pgst.nsn.us

Dear Ms. Misty Ives:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Port Gamble S'Klallam Tribe and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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Phase 4 – Commercial Service Apron

As with the FBO/GA Apron, the Commercial Service Apron is a development reserve to support future commercial service. The new apron will be on the east side of the main runway, south of

the planned FBO/GA apron, and tie in with the planned East Parallel Taxiway. The initial apron design is meant to accommodate Class B-II aircraft.

As a result of the Class III cultural resources survey and testing, Historical Research Associates, Inc. (HRA) recommended a finding **of no effect to historic properties**. HRA also recommended a project-specific Inadvertent Discovery Plan (IDP) be developed and implemented throughout construction. FAA agreed with HRA's recommendation and believes that this level of identification is sufficient for this project. On May 2, 2025, the Washington State Department of Archaeology & Historic Preservation concurred with the FAA's recommendations. Additionally, the FAA is preparing an EA for the Bremerton East Airport Development Project. The FAA is offering invited parties another opportunity to comment, before it is released to the public for comment and in preparation of the Final EA and Record of Decision.

I would like to offer another invitation for you to review the information on the proposed action and evaluate whether you believe there may be potential for this action to affect tribal trust and/or subsistence resources. This invitation is made pursuant to FAA's policy for government-to-government consultation with American Indian and Alaska Native tribes (FAA Order 1210.20).

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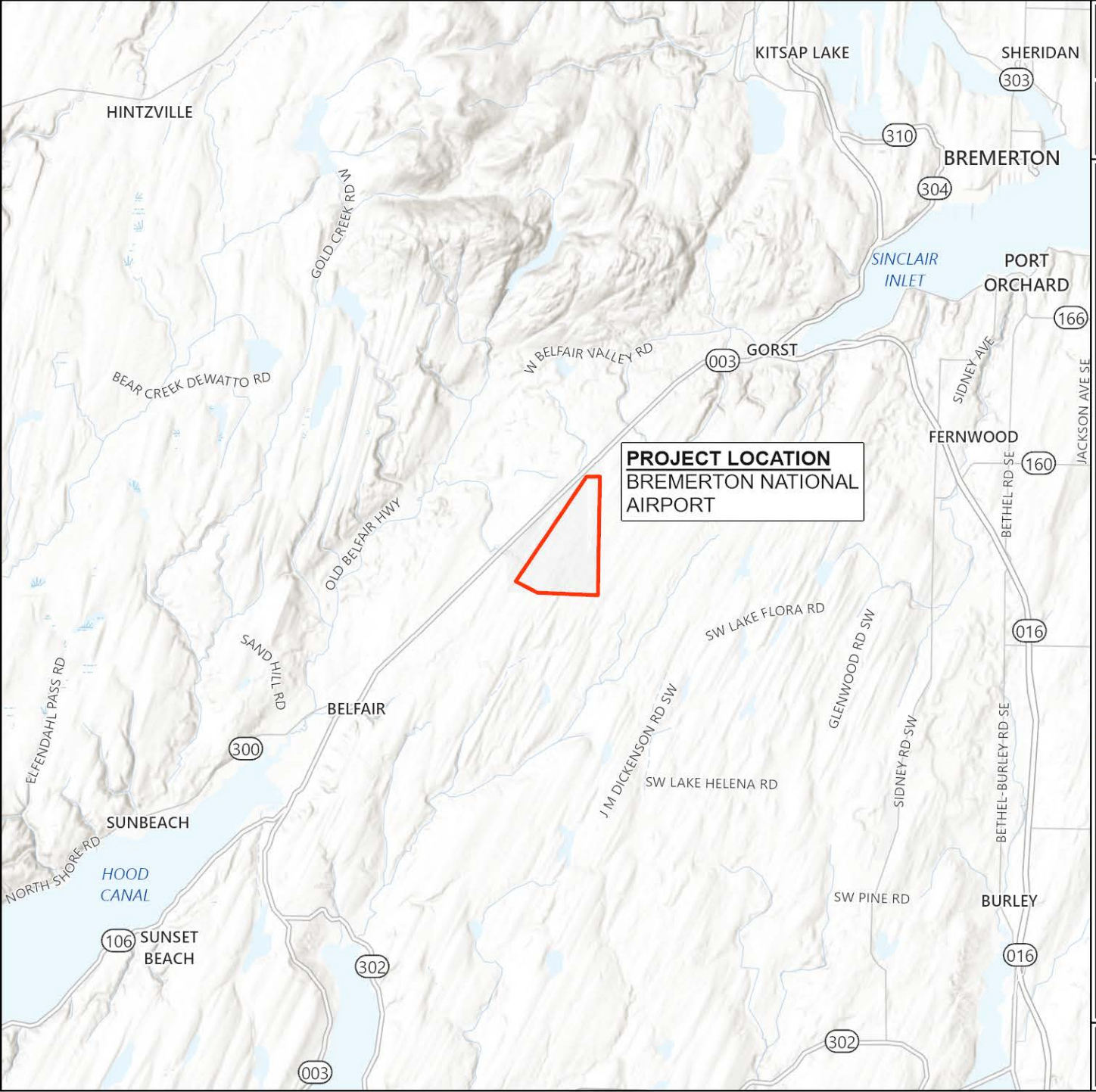
Sincerely,

Clay Knudson
Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

Project Location & Vicinity

Bremerton Airport
Environmental Assessment



Study Area

Imagery Layer: Esri, NASA, NGA, USGS, County of Kitsap, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

0 1.75 3.5 Miles

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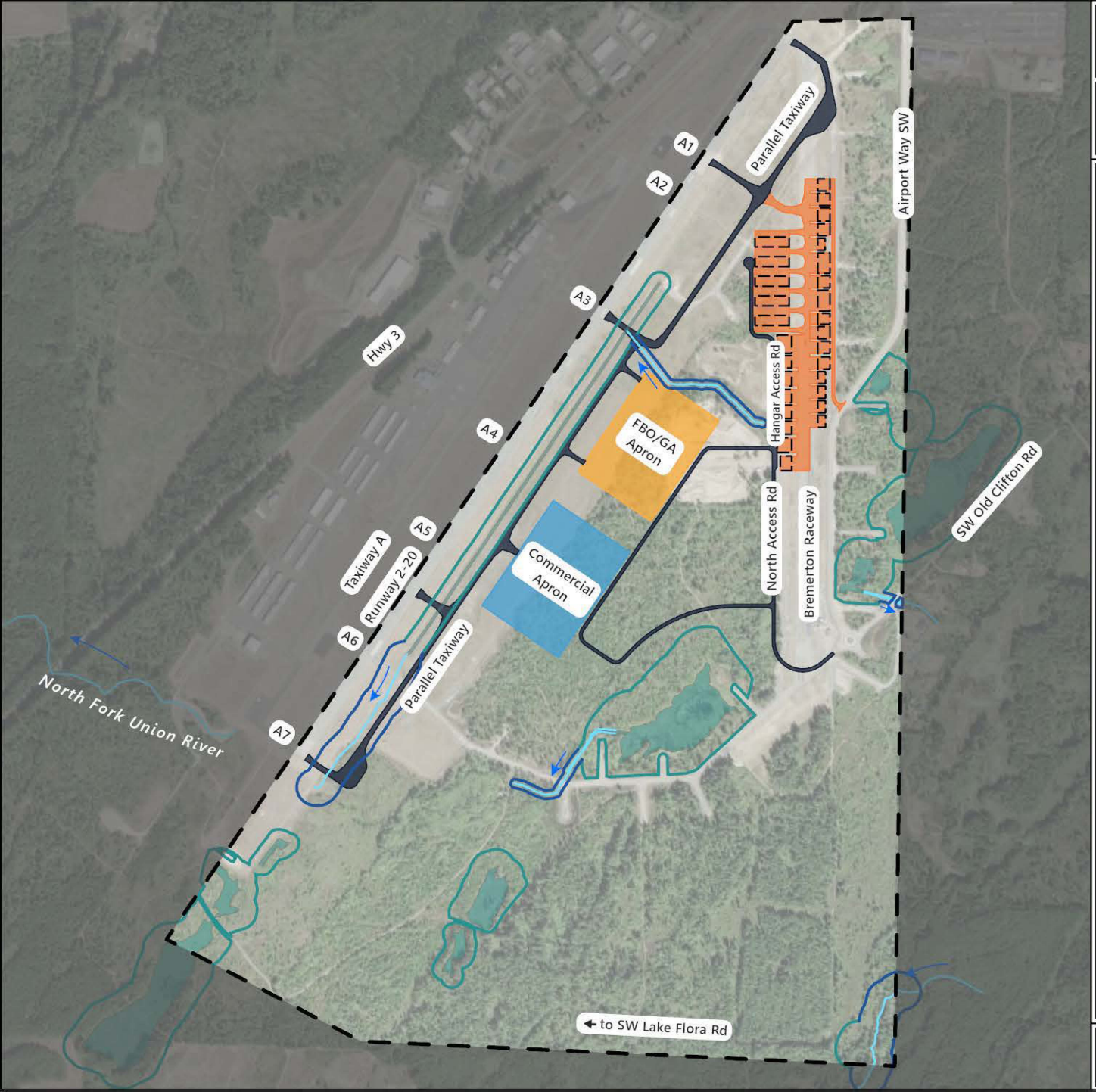
DOWL

Date: October 2024

Figure 1



EA Projects

Bremerton Airport Environmental Assessment

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- Commercial Service Apron (Phase 4)
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Imagery Layer: Maxar

0 1,000 2,000 US Feet

N

DOWL

Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Brandon Reynon
Cultural Resources
Puyallup Tribe of Indians
3009 East Portland Ave
Tacoma, WA 98404
brandon.reynon@puyalluptribe-nsn.gov

Dear Mr. Brandon Reynon:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Puyallup Tribe of Indians and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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To serve anticipated future aviation development and improve safety, a full-length parallel 35-ft wide taxiway would be constructed on the east side of Runway 2/20. The East Parallel Taxiway would provide efficient movement of aircraft to/from the runway and provide access to future landside development. East Parallel Taxiway (constructed in three phases), North Access Road, and Hangar Access Road. This phase would include the following elements:

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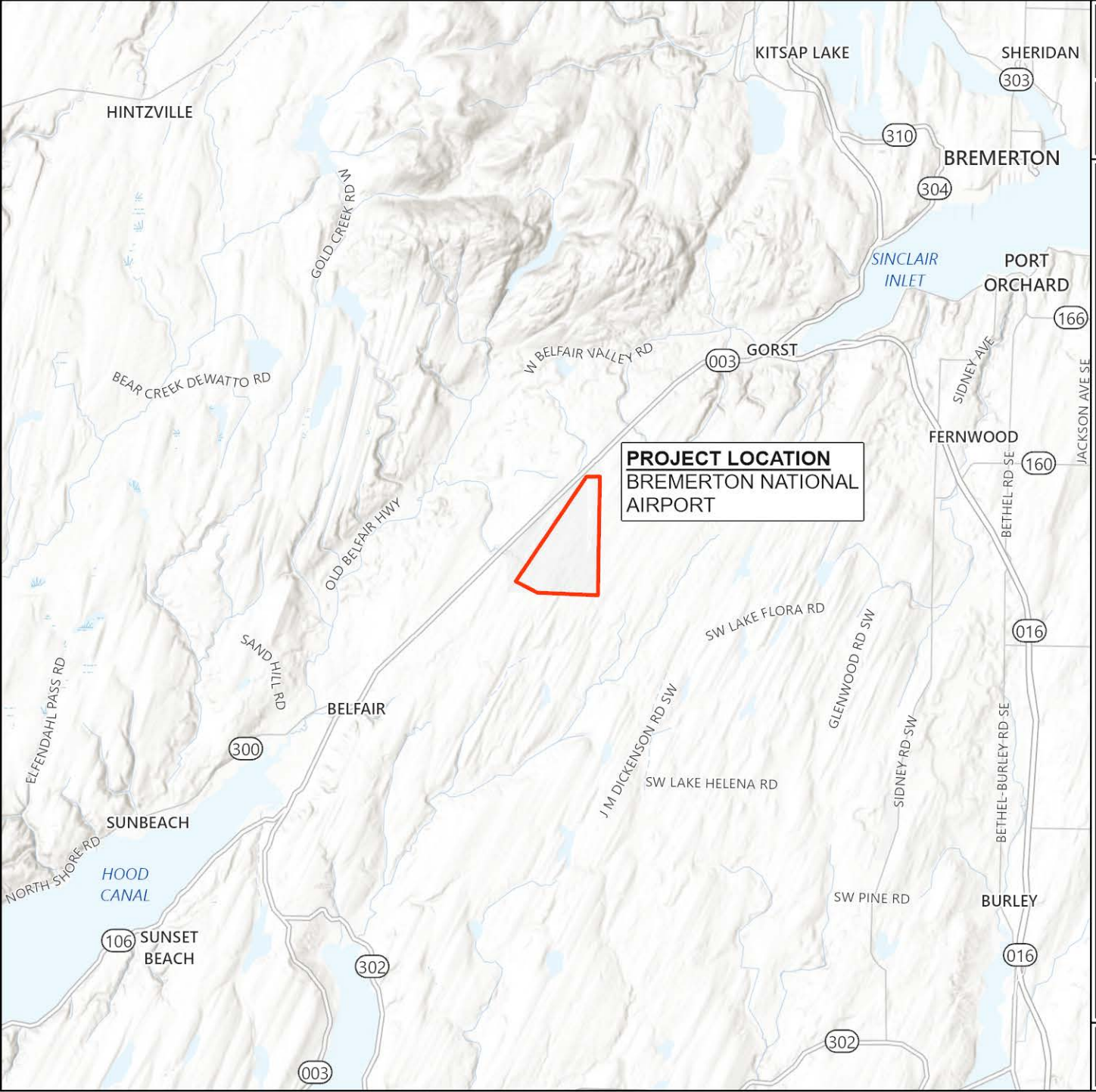
Sincerely,

Clay Knudson
Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

Project Location & Vicinity

Bremerton Airport
Environmental Assessment



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DOWL

Date: October 2024

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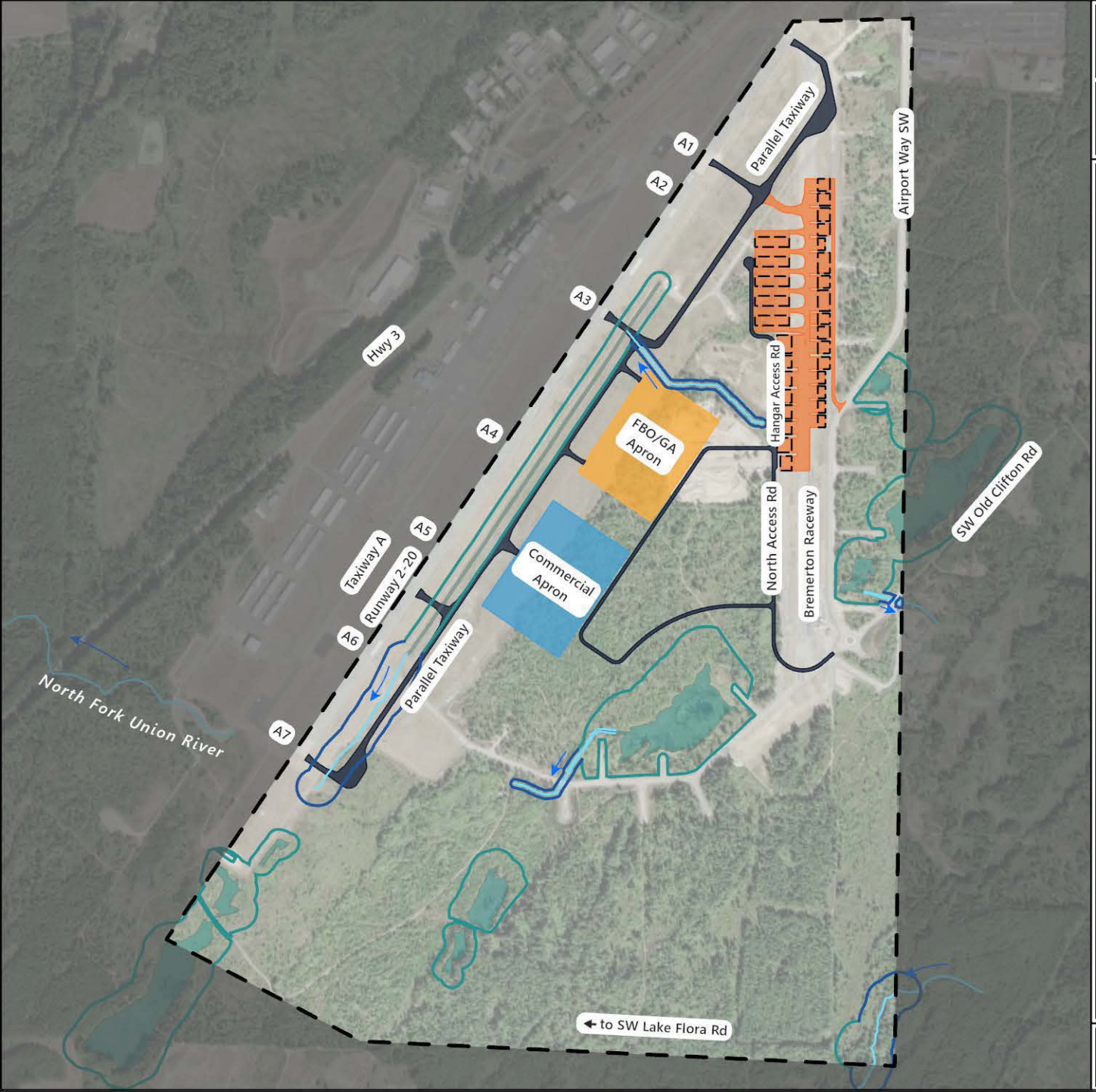

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Imagery Layer: Maxar

0 1,000 2,000 US Feet

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DOWL

Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Kris Miller
Tribal Historic Preservation Officer
Skokomish Tribe
N 80 Tribal Center Road
Skokomish, WA 98584-9748
Shlanay1@skokomish.org

Dear Ms. Kris Miller:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Skokomish Tribe and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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Sincerely,

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Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

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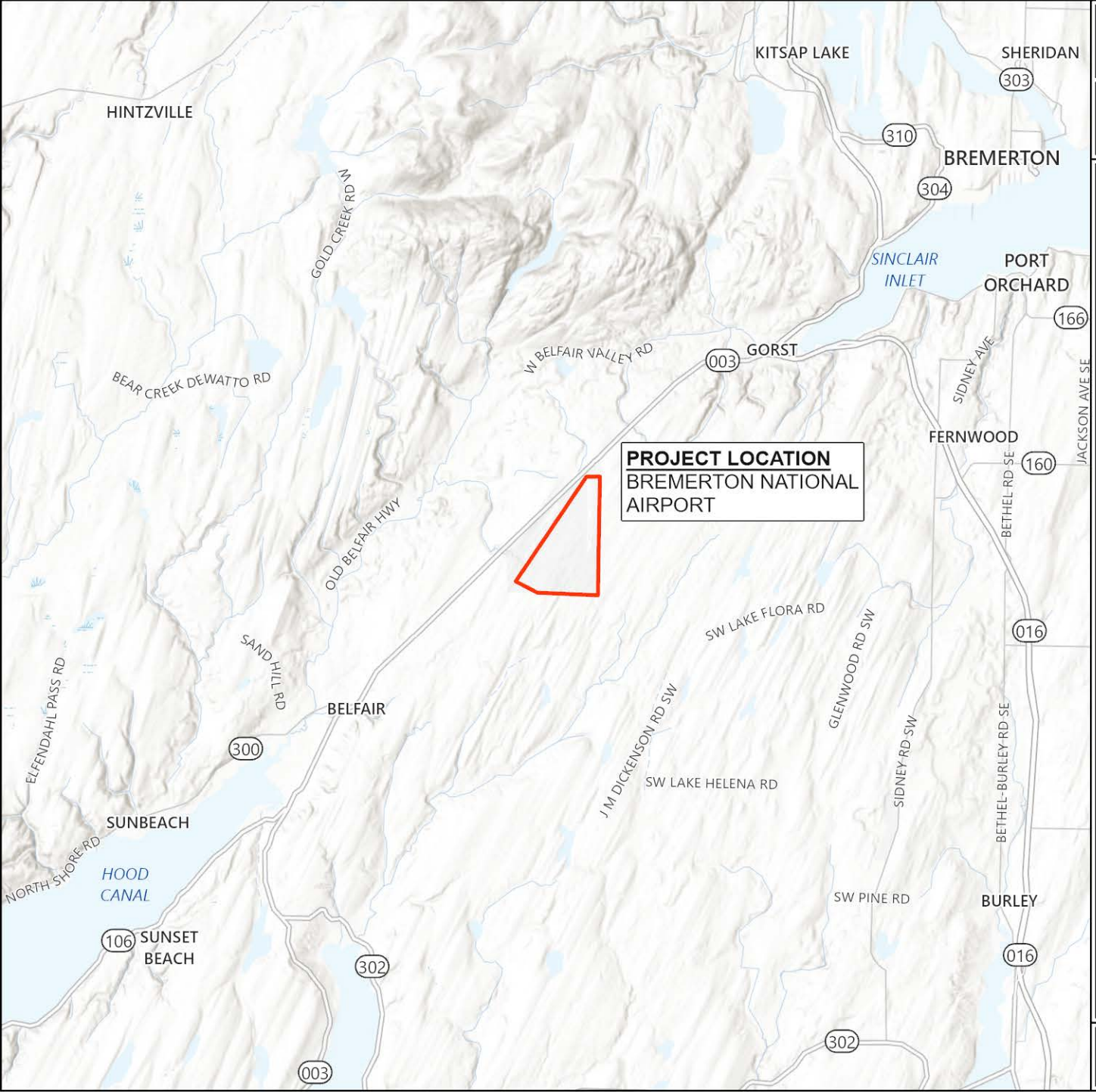
Bremerton Airport
Environmental Assessment



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Date: October 2024

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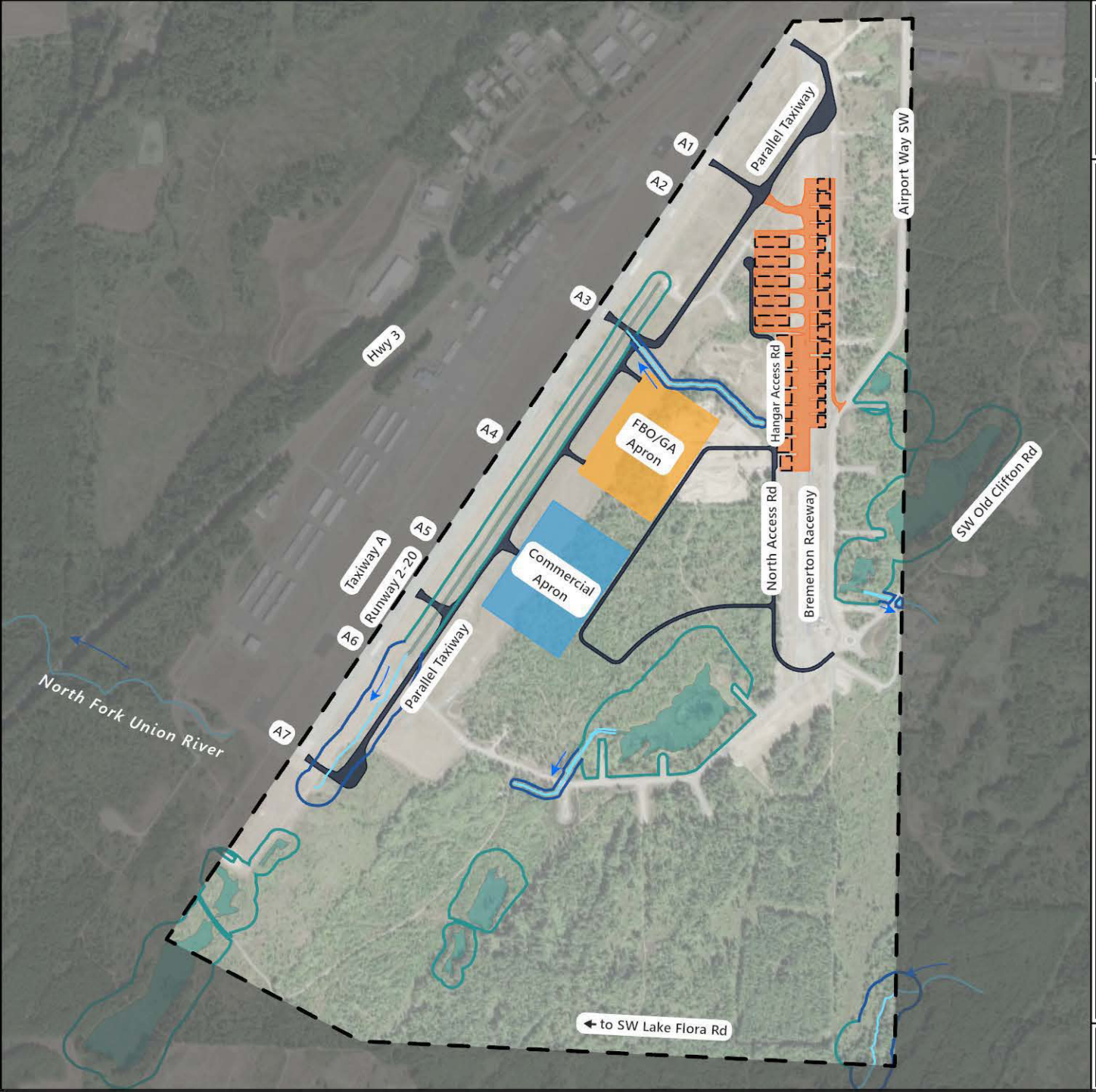

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Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Steven Mosses
Tribal Historic Preservation Officer
Snoqualmie Tribe of Indians
PO Box 969
Snoqualmie, WA 98065
steve@snoqualmietribe.us

Dear Mr. Steven Mosses:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Snoqualmie Tribe of Indians and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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Seattle Airports District Office
Federal Aviation Administration

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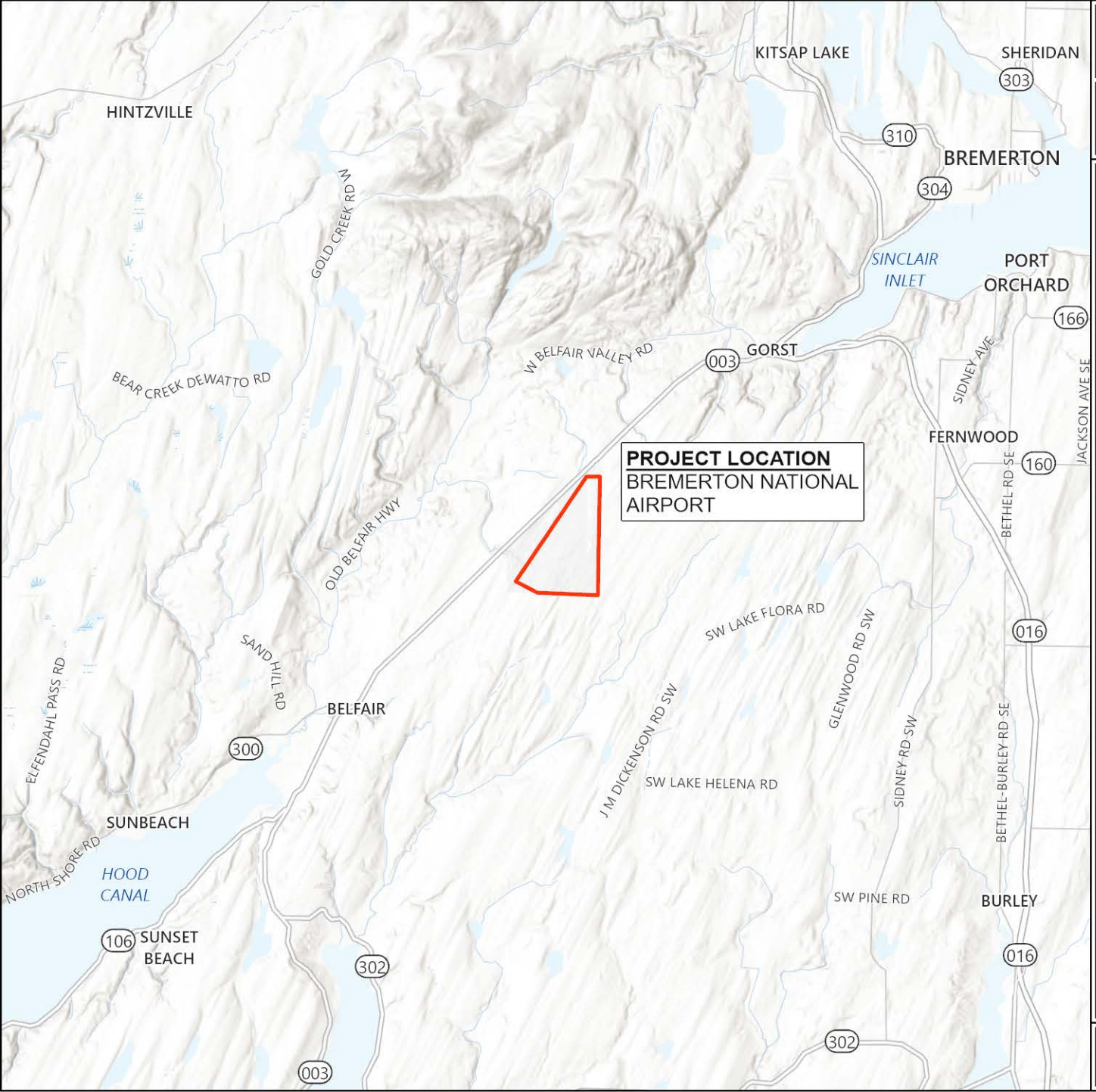

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Date: October 2024

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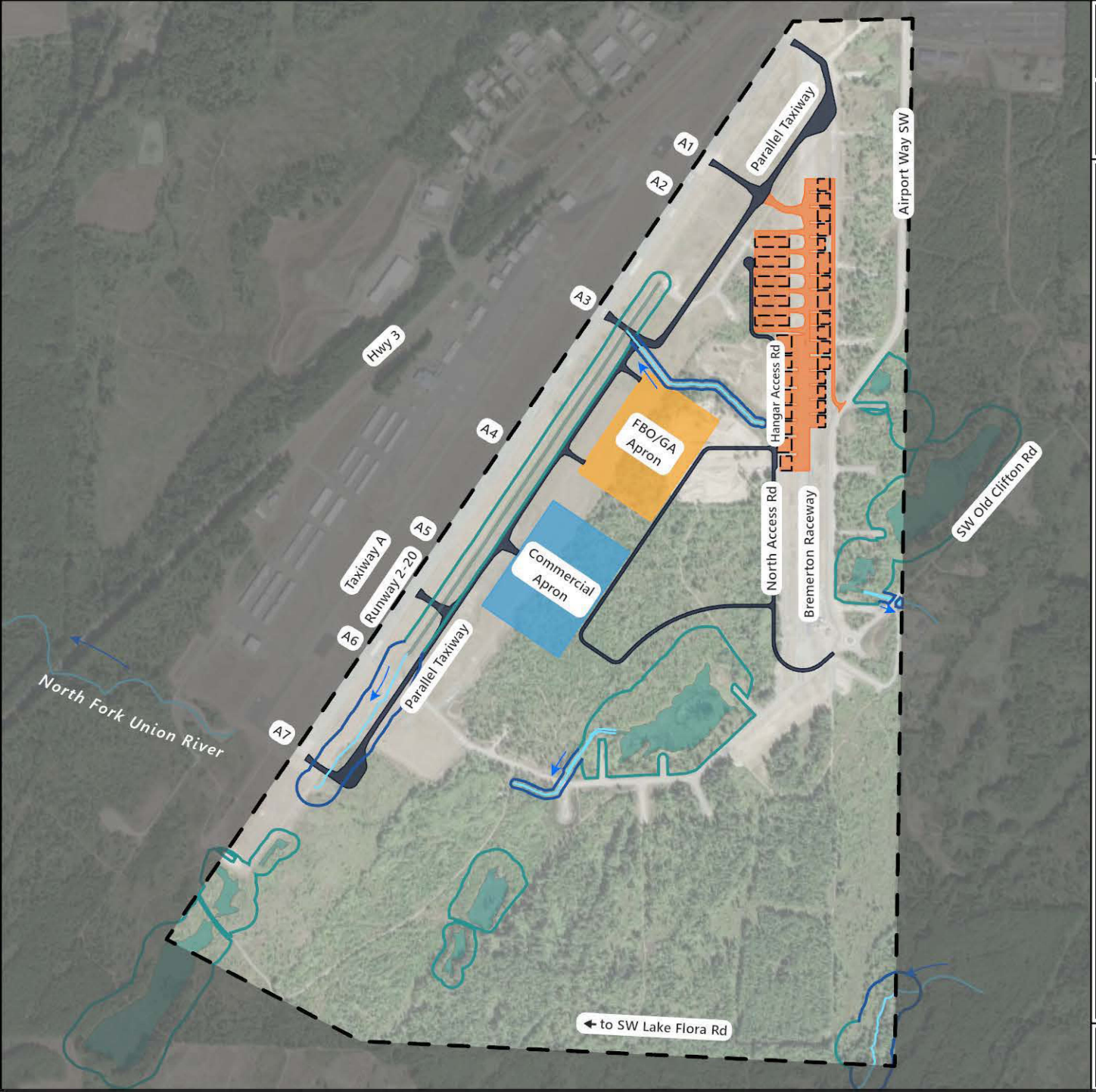

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Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Rhonda Foster
Tribal Historic Preservation Officer
Squaxin Island Tribe
SE 10 Squaxin
Lane Shelton, WA 98584
rfoster@squaxin.us

Dear Ms. Rhonda Foster:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Squaxin Island Tribe and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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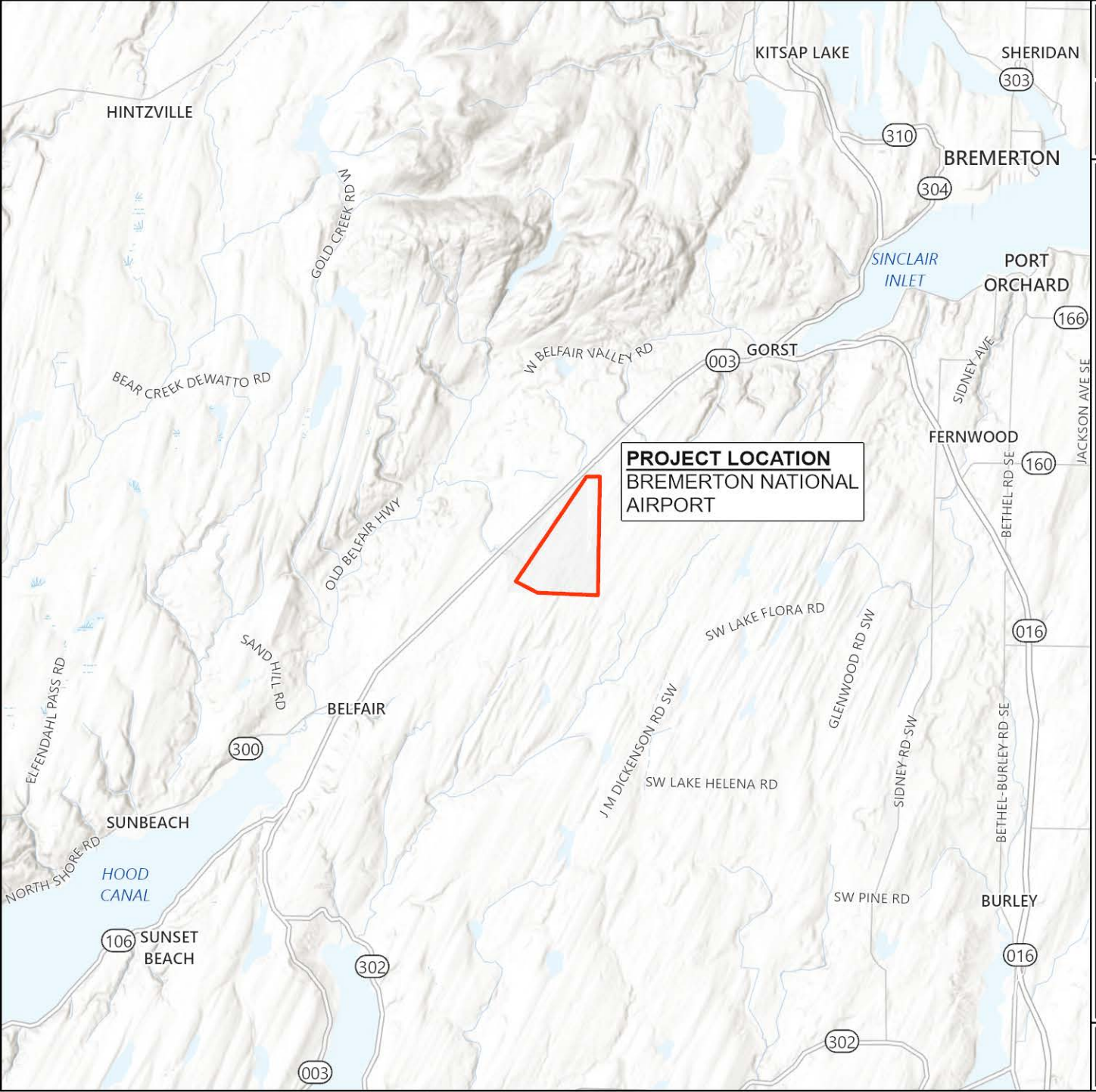

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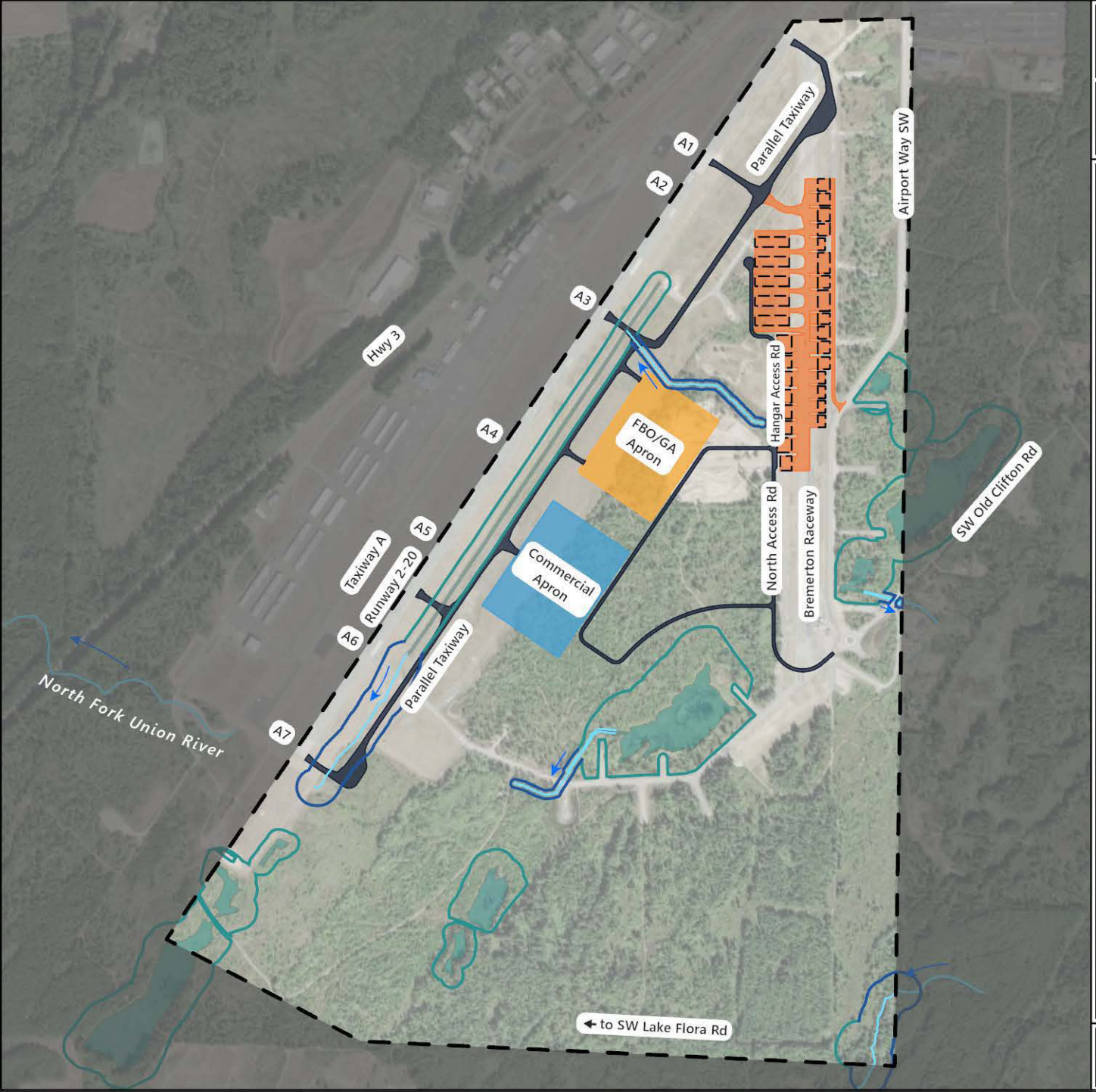
Date: October 2024

Figure 1



EA Projects

Bremerton Airport Environmental Assessment

- East Airport Property Envionmental Assessment Area
- Existing Wetland and Buffer
- Stream Flow Direction
- Existing Stream and Buffer
- East Parallel Taxiway (Phase 1)
- Northeast Hangar Development (Phase 2)
- Fixed Base Operator/ General Aviation (FBO/GA) Apron (Phase 3)
- Commercial Service Apron (Phase 4)
- Proposed Building Footprint

Imagery Layer: Maxar

0 1,000 2,000 US Feet

N

DOWL

Date: July 2025

Figure 2

U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Stephanie Trudel
Tribal Historic Preservation Officer
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
strudel@Suquamish.nsn.us

Dear Ms. Stephanie Trudel:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Suquamish Tribe and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

The proposed Bremerton East Airport Development Project plans encompass four developmental phases on the airport grounds to extend the existing airport facility. This includes extensions to roadways, aprons, and taxiways. A hangar and parking will also be constructed. The project features will include the following (Figure 2):

Phase 1 – East Parallel Taxiway

To serve anticipated future aviation development and improve safety, a full-length parallel 35-ft wide taxiway would be constructed on the east side of Runway 2/20. The East Parallel Taxiway would provide efficient movement of aircraft to/from the runway and provide access to future landside development. East Parallel Taxiway (constructed in three phases), North Access Road, and Hangar Access Road. This phase would include the following elements:

- Construction of a portion of the new East Parallel Taxiway from Taxiway A3 north to the new eastside hangar development area. The new taxiway and associated taxi lanes will be designed to Airport Design Group (ADG) B-II standards and Taxiway Design Group (TOG) 2N2B standards.

- Construction of a hangar access road to serve new eastside hangar development (Phase 2).
- Construction of the North Access Road from Airport Way SW to serve vehicles to the new apron developments (Phase 3 and 4).
- Stormwater facilities to support the proposed improvements.
- Part 2 of the east parallel taxiway extension will extend the new eastside parallel taxiway from Taxiway A3 south the full length of Runway 2-20 and connect to the existing Runway 2 threshold via a new connector taxiway. Additional taxiway connectors and a new hold apron or bypass taxiway will be included with this taxiway extension.
- Part 3 of the east parallel taxiway extension will extend the new eastside parallel taxiway north from the Runway 20 end to the end of the existing blast pad/clearway. New taxiway connectors and a hold apron or bypass taxiway will be included.

To avoid the instrument landing system (ILS) glide slope antenna and to eliminate aircraft taxiing through the glide slope critical area, the runway-taxiway separation will be increased to 570 feet from Taxiway A3 to the north end of the new parallel taxiway. The remaining East Parallel will have a standard runway-taxiway separation of 400 feet.

Phase 2 – Northeast Hangar Development

This project will include the development of new aircraft hangars, to be accessed via the new East Parallel Taxiway, North Access Road, and Hangar Access Road. The hangar development configuration is designed to make use of the relatively level area along both sides of the closed runway (Runway 16/34). The development would accommodate a variety of hangar types and sizes including T-hangars and box hangars. Taxiway C, running parallel to the decommissioned runway will have an approximate width of 35 ft, meant to accommodate Class B-II aircraft. Taxilanes C1 – C6, running perpendicular to the decommissioned runway, will have a design width of 25 ft, meant to accommodate Class B-I aircraft, which are small aircrafts under 12,500 pounds. This development will require utility extensions and new stormwater water quality and detention systems.

Phase 3 – Fixed Base Operator (FBO)/General Aviation Apron (GA)

The Port is interested in preserving operational capability that may occur beyond the current planning period unanticipated increase in market demand. The new FBO/GA Apron is a development reserve area of Runway 2/20 and a segment of the East Parallel Taxiway. A portion of the FBO/GA Apron footprint includes the current Moto West Racetrack motocross course. The FBO/GA Apron could accommodate hangars, buildings, and aircraft fueling. The initial apron design is meant to accommodate Class B-I aircraft. The FBO/GA apron will tie in with the planned East Parallel Taxiway

Phase 4 – Commercial Service Apron

As with the FBO/GA Apron, the Commercial Service Apron is a development reserve to support future commercial service. The new apron will be on the east side of the main runway, south of the planned FBO/GA apron, and tie in with the planned East Parallel Taxiway. The initial apron design is meant to accommodate Class B-II aircraft.

As a result of the Class III cultural resources survey and testing, Historical Research Associates, Inc. (HRA) recommended a finding **of no effect to historic properties**. HRA also recommended a project-specific Inadvertent Discovery Plan (IDP) be developed and implemented throughout construction. FAA agreed with HRA's recommendation and believes that this level of identification is sufficient for this project. On May 2, 2025, the Washington State Department of Archaeology & Historic Preservation concurred with the FAA's recommendations. Additionally, the FAA is preparing an EA for the Bremerton East Airport Development Project. The FAA is offering invited parties another opportunity to comment, before it is released to the public for comment and in preparation of the Final EA and Record of Decision.

I would like to offer another invitation for you to review the information on the proposed action and evaluate whether you believe there may be potential for this action to affect tribal trust and/or subsistence resources. This invitation is made pursuant to FAA's policy for government-to-government consultation with American Indian and Alaska Native tribes (FAA Order 1210.20).

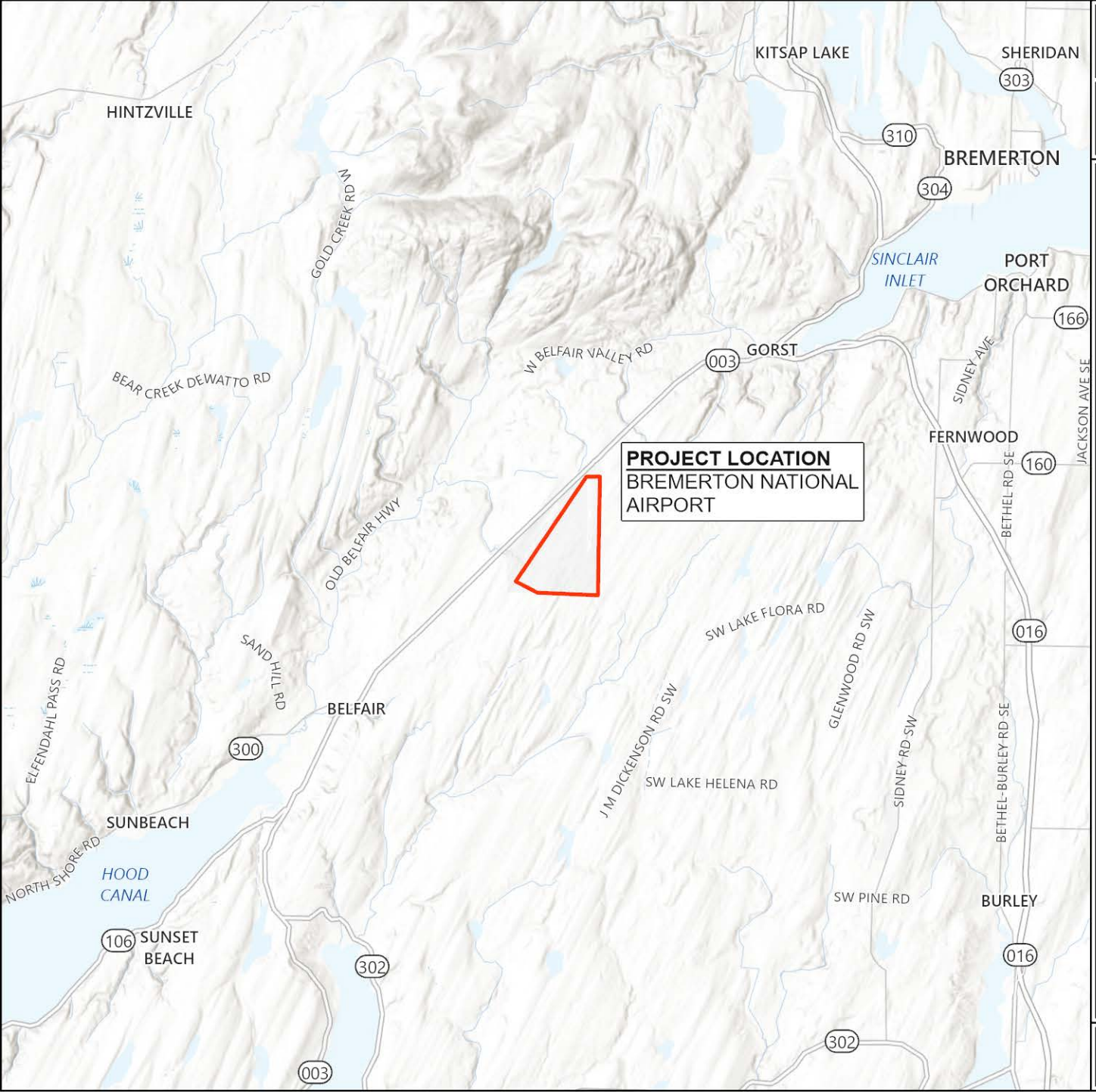
If you have questions, comments or concerns related to this proposed Project, please feel free to contact me, Clay Knudson, at the address above, via email at Clayton.D.Knudson@faa.gov, or by phone at (303) 342-1253. If you believe that tribal rights and/or protected resources may be affected by this Project and would like to engage in government-government consultation with FAA, please advise me in writing using the contact information provided above.

Sincerely,

Clay Knudson
Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

Project Location & Vicinity

Bremerton Airport
Environmental Assessment



Study Area

Imagery Layer: Esri, NASA, NGA, USGS, County of Kitsap, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

0 1.75 3.5 Miles

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DOWL

Date: October 2024

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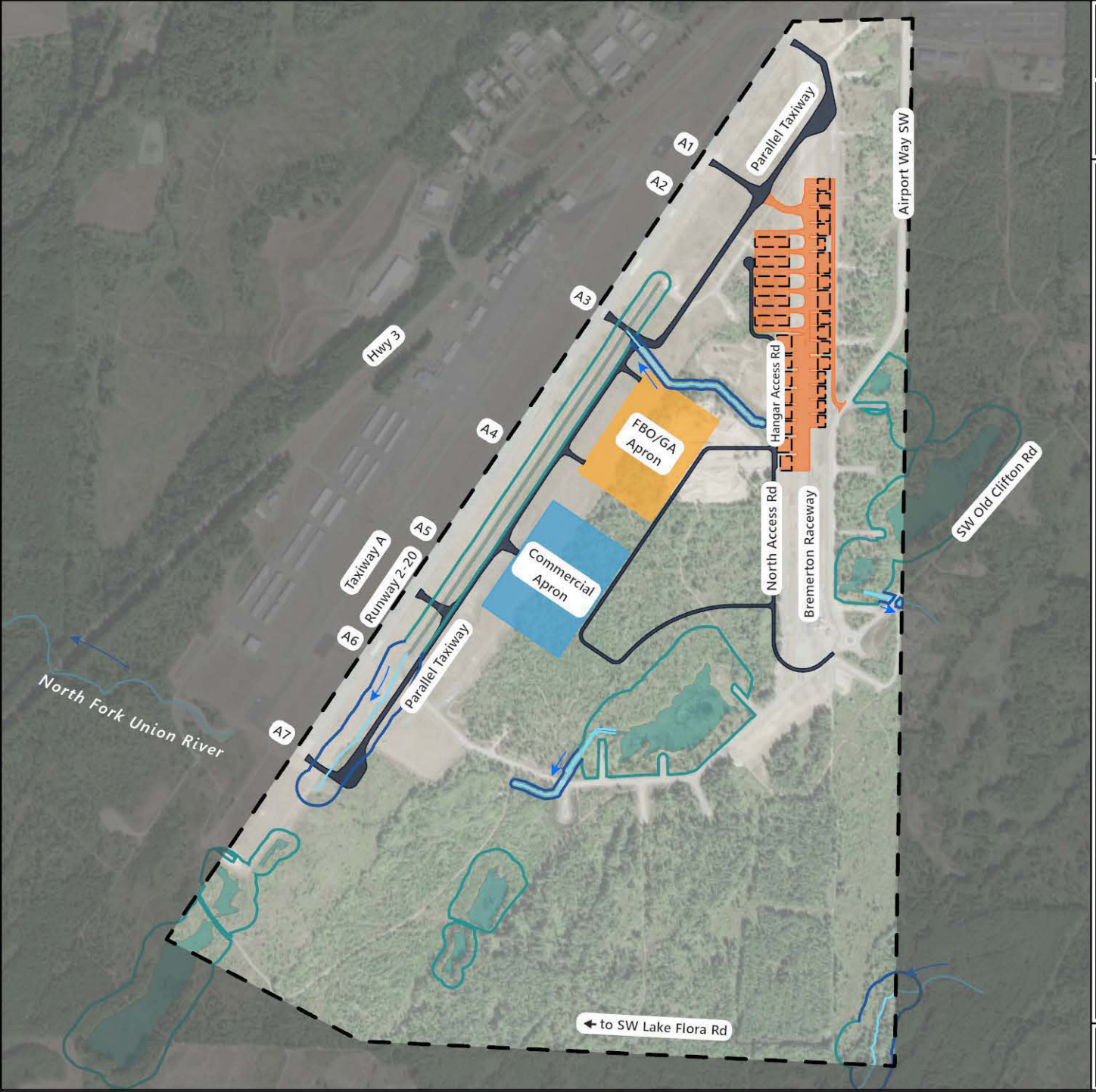

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Date: July 2025

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U.S. Department of Transportation

Federal Aviation Administration

AIRPORTS DIVISION

Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA
98198

August 5, 2025

Robert Brunoe
Tribal Historic Preservation Officer
Confederated Tribes of Warm Springs
P.O. Box C
Warm Springs, OR 97761
thpo@ctwsbnr.org
robert.brunoe@ctwsbnr.org

Dear Mr. Robert Brunoe:

In accordance with Section 161 of Public Law 108-199, Section 518 of Public Law 108-447 and E.O. 13175, and in recognition of the Federal Aviation Administration's (FAA) Seattle Airports District Office government-to-government relationship with the Confederated Tribes of Warm Springs and its federal trust responsibility, I am writing to inform you of the Bremerton East Airport Development Project at Bremerton National Airport in Bremerton, Kitsap County, Washington (Figure 1). The FAA is preparing to release an Environmental Assessment (EA) to the public for comment, and is offering another chance for consulting parties to provide their input before the public comment period. Current information about the proposed project is also summarized below.

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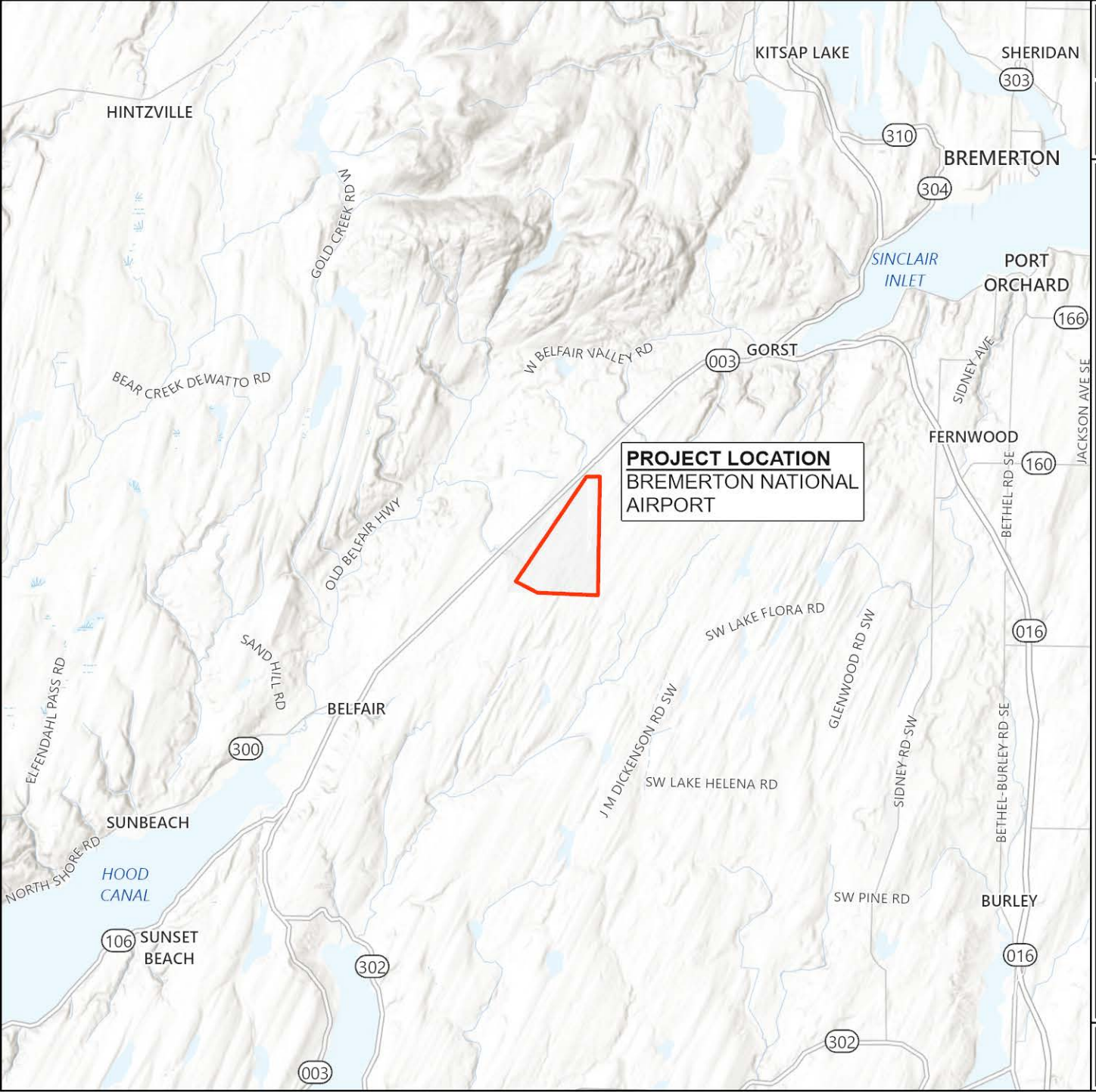
Sincerely,

Clay Knudson
Environmental Specialist
Seattle Airports District Office
Federal Aviation Administration

Project Location & Vicinity

Bremerton Airport
Environmental Assessment



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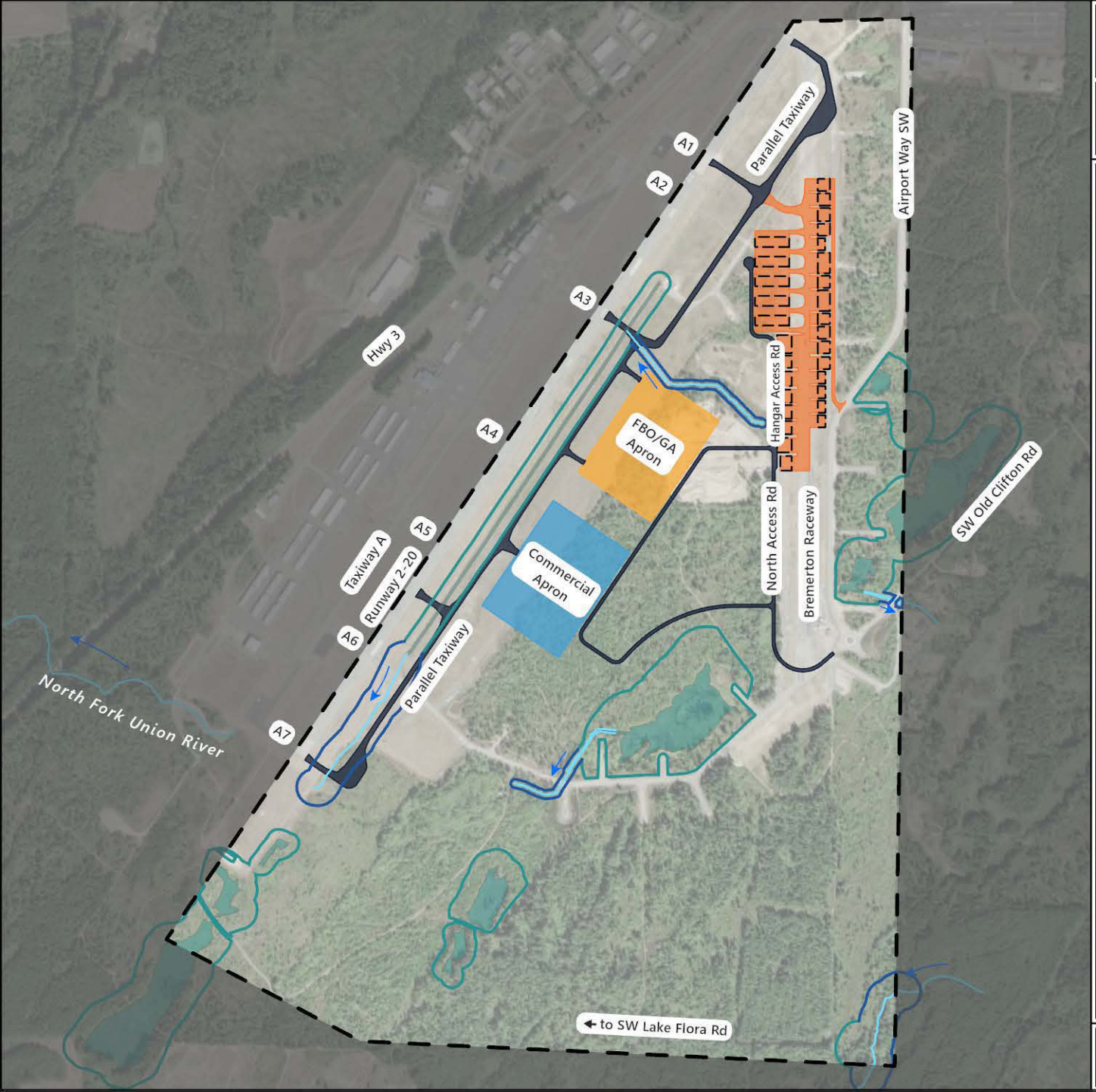

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Imagery Layer: Maxar

0 1,000 2,000 US Feet

N

DOWL

Date: July 2025

Figure 2

From: Knudson, Clayton D (FAA) <Clayton.D.Knudson@faa.gov>
Sent: Wednesday, August 13, 2025 4:34 AM
To: Stephanie Trudel <strudel@Suquamish.nsn.us>
Cc: Sample, Laura A (FAA) <Laura.A.Sample@faa.gov>; Theresa Dutchuk <tdutchuk@dowl.com>
Subject: [EXT] RE: [External] FAA Consultation Request - Bremerton Airport - Airport Development Plan

Stephanie,

Thank you for taking the time to review and reply to our request. A project specific IDP has been developed and will be circulated as part of the construction process. Thank you again for your response.

Clay

Clayton Knudson
Environmental Protection Specialist, FAA
Denver ADO
(303) 342-1253

From: Stephanie Trudel <strudel@Suquamish.nsn.us>
Sent: Tuesday, August 12, 2025 11:40 AM

To: Knudson, Clayton D (FAA) Clayton.D.Knudson@faa.gov>
Subject: RE: [External] FAA Consultation Request - Bremerton Airport - Airport Development Plan

Dear Clay,

Thank you for providing another opportunity to comment on the Bremerton East Airport Development Project. The Suquamish Tribe's Archaeology and Historic Preservation Program continues to concur with HRA's and the FAA's finding of no effect to historic properties and recommendation that a project specific IDP be developed and implemented during construction. We have no further comments or concerns regarding cultural resources or the proposed project at this time.

Sincerely,
Stephanie

Stephanie Trudel
Tribal Historic Preservation Officer
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
360-394-8533
strudel@suquamish.nsn.us

From: Knudson, Clayton D (FAA) <Clayton.D.Knudson@faa.gov>
Sent: Tuesday, August 5, 2025 3:55 PM
To: Stephanie Trudel <strudel@Suquamish.nsn.us>
Subject: [External] FAA Consultation Request - Bremerton Airport - Airport Development Plan

Stephanie Trudel,

The FAA would like to provide another opportunity for Government-to-Government Consultation on the Bremerton National Airport in Kitsap County, Washington. The attached letter reviews the project components and the submitted determination of findings to the Department of Archeology and History, for which concurrence was obtained in May of 2025. Thank you for your consideration on this project and we look forward to working with you in partnership.

Clay

Clayton Knudson
Environmental Protection Specialist, FAA