DRAFT ENVIRONMENTAL ASSESSMENT

Bremerton National Airport Improvements

November 2025

Prepared for:

U.S. Department of Transportation
Federal Aviation Administration
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Acronyms

AC……...Advisory Circular
ADG……Airport Design Group
AIP……Airport Improvement Program
ALP……..Airport Layout Plan
AMP……Airport Master Plan
APE……..Area of Potential Effect
BA……Biological Assessment
BMC……Bremerton Municipal Code
CAA……..Clean Air Act
CERCLA…… Comprehensive Environmental Response, Compensation, and Liability Act
CO……Carbon Monoxide
CO2……..Carbon Dioxide
CZMA……Coastal Zone Management Area
CZMP……Coastal Zone Management Program
DAHP……..Washington Department of Archaeology and Historic Preservation
dB……decibel
DNL…….. Day-Night Average Sound Level
EA……Environmental Assessment
EFH……..….Essential Fish Habitat
EPA……..……Environmental Protection Agency
ESA……..……Endangered Species Act
FAA……..……Federal Aviation Administration
FBO……..Fixed Base Operation
FEMA……Federal Emergency Management Agency
FPPA……..……..Farmland Protection Policy Act
ft.……..…….feet
GA……..General Aviation

GHG……..Greenhouse Gases
IDP……...Inadvertent Discovery Plan
ILS……..Instrument Landing System
JARPA……..Joint Aquatic Resource Permit Application
O3……..….Ozone
OHWM……..Ordinary High Water Mark
Pb……...Lead
PFAs……..per-and polyfluoroalkyl substances
PM……...Particulate Matter
MBTA……...Migratory Bird Treaty Act
NAAQS……..……National Ambient Air Quality Standards
NEPA……..…….National Environmental Policy Act
NHD……...National Hydrography Dataset
NMFS……..National Marine Fisheries Service
NOx……..…Nitrogen Oxide
NPIAS……..…..National Plan of Integrated Airport Systems
NRCS……..……..National Resources Conservation Service
NRHP……National Register of Historic Places
NRI……..National Rivers Inventory
NWI……..……National Wetland Inventory
RCRA……Resource Conservation and Recovery Act
RCW……Revised Code of Washington
RSA……..……Runway Safety Area
SO2……Sulfur Dioxide
SKIA……..…… South Kitsap Industrial Area
SMA……Shoreline Management Act
SR……..……State Route
TAF……...…Terminal Area Forecast
TDG……Taxiway Design Group
USACE……..……U.S. Army Corps of Engineers
USCB……..……U.S. Census Bureau
USCG……..U.S. Coast Guard
USDA WS……U.S. Department of Agriculture, Wildlife Services
USFWS……..U.S. Fish and Wildlife Service
WDFW……...Washington Department of Fish and Wildlife
WNHP……Washington National Heritage Program
WISAARD…...Washington Information System for Architectural and Archeological Records Data
WSDOT……..…… Washington Department of Transportation

1.0 BACKGROUND AND PROPOSED ACTION

1.1 Introduction

Bremerton National Airport (Airport) is in Bremerton, Washington, within Kitsap County, and is situated on a 1,729-acre property directly off State Route 3 (SR-3). Established in 1936 as Fleet Field, the Airport is owned and operated by the Port of Bremerton (Port) and is zoned as public use, general aviation (GA). Currently, it is the largest airport on the Kitsap Peninsula. The Airport is situated approximately eight miles southwest of Bremerton at 8850 SW SR-3, Bremerton, Washington (Sections 11, 12, 13, and 14 of Township 23 North, Range 01 West, Willamette Meridian). The study area consists of approximately 720 acres and is situated at 444 feet (ft) above mean sea level. Location coordinates are 47.7918N, -122.7662W (Figure 1: Location and Vicinity).

The Port owns and operates the Airport, and in cooperation with the Federal Aviation Administration (FAA), proposes four project stages (stages) to upgrade existing airport facilities through the Bremerton Airport Improvements, collectively referred to as the Proposed Action, including new or improved taxiways, hangars, and aprons.

The Airport, in coordination with the FAA, has prepared this Environmental Assessment (EA) to identify and evaluate potential environmental impacts related to the proposed construction and operation of the Proposed Action at the Airport.

The FAA is the lead federal agency to ensure compliance with the National Environmental Policy Act (NEPA) for airport development actions. This EA is prepared pursuant to Section 102(2)(c) of NEPA and in accordance with FAA Order 1050.1F[1], *Environmental Impacts: Policies and Procedures.* This document serves to evaluate the environmental effects of the Proposed Action, which is discussed further in Chapter 3.0.

[1] FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, was published on July 3, 2025. Projects that commence after July 3, 2025, are required to comply with FAA Order 1050.1G, while those projects already underway by that date may follow FAA Order 1050.1F. This EA relies upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* E.O. 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. 605 (2025).

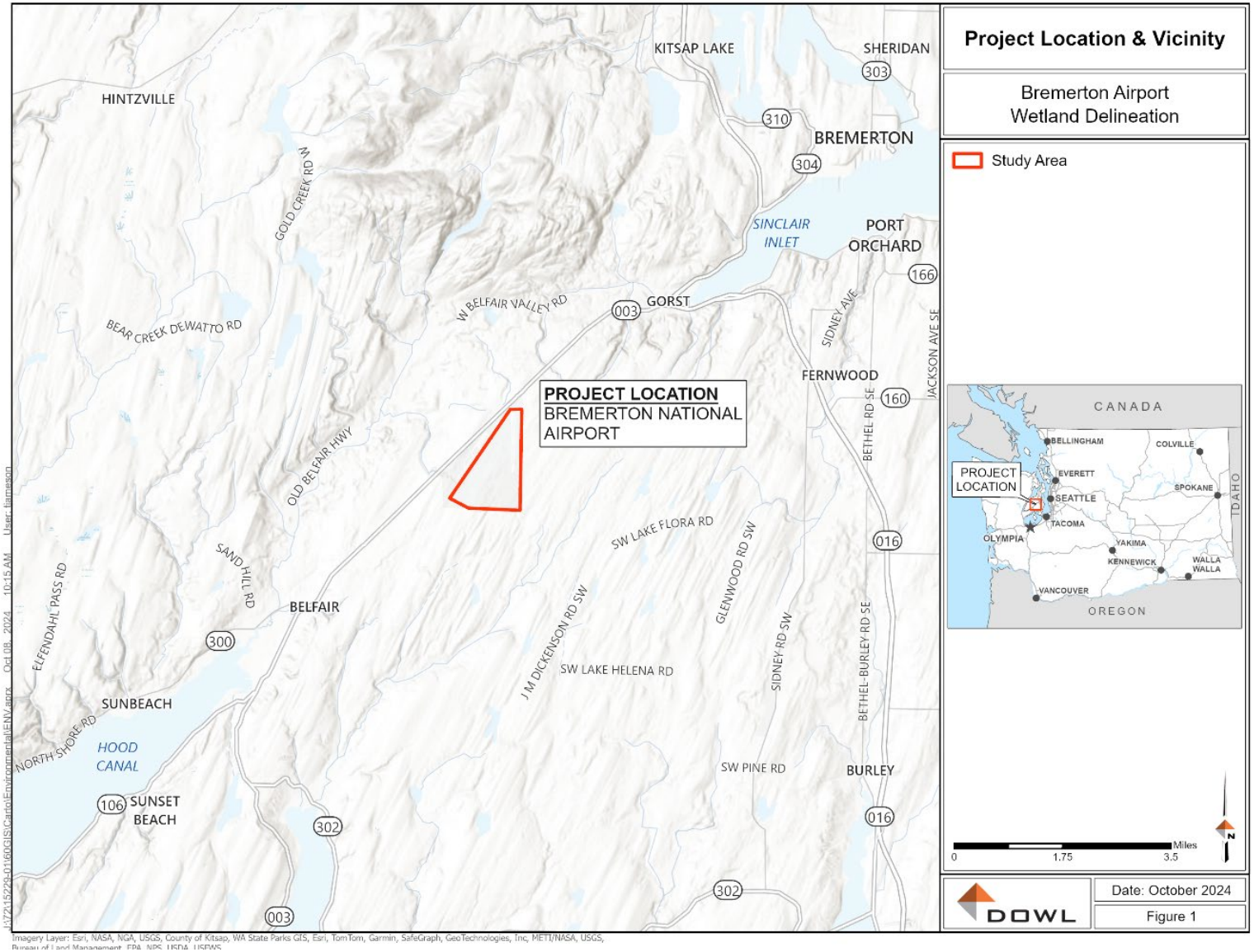

Figure 1: Location and Vicinity

1.2 Airport General Overview

The Airport is a public-use GA airport within the National Plan of Integrated Airport Systems (NPIAS). The Airport is located adjacent to the Olympic View Business and Industrial Park, both of which are located approximately nine-miles southwest of downtown Bremerton, within the city limits along SR-3. Surface access to the Airport is provided by SR-3, which connects with SR-16 providing a connection from Tacoma to Port Orchard, the Kitsap County seat.

An Airport Master Plan (AMP) update was completed in May 2015 for the Airport to remain in compliance with FAA's Airport Improvement Program (AIP), which allows the Airport to remain eligible for future FAA funding. The AMP reviewed existing and future airport needs and provided recommendations for airport improvement projects. In addition, the AMP provides updated assessments and recommendations for the Airport consistent with new FAA standards and current trends within the aviation industry. Recommendations from the AMP were carried forward as a basis for the planning of the Proposed Action. The AMP is included in Appendix A.

1.2.1 Existing Operations

As documented in the AMP, the Airport supports a wide variety of aeronautical activity including small single and multi-engine aircrafts, business class turbine aircrafts (business jets and turboprops), civilian helicopters, military fixed wing aircrafts, and helicopters. Additionally, the Airport supports commercial tenants which provide aircraft maintenance, flight training, and other services which generate local and itinerant flight activity and users.

A breakdown of existing airport operations, including market shares for each of the above types of aircrafts and operations, is included in Chapters 2 and 3 of the AMP, included in Appendix A.

1.2.2 Existing Facilities

As described in Chapter 2 of the AMP, the existing Airport has one paved runway, Runway 2/20, which is approximately 6,000 ft long and 150 ft wide. Runway 2/20 includes a full-length parallel taxiway, Taxiway A, west of the runway.

Taxiway A, is a 40-ft wide main taxiway located on the west side of Runway 2/20 with a separation of 400 ft. Taxiway A has seven exit taxiways (Taxiways B through H) to provide access to all developed areas of the Airport. The exit taxiways vary in width from 40 ft to 75 ft. There are three aircraft hold areas, one at Taxiway B, Taxiway G, and Taxiway H, respectively.

Three aircraft parking aprons are located on the west side of the runway, the terminal apron, north tie-down apron, and south tie-down apron. The terminal apron is in front of the GA terminal and is designed for loading and unloading heavy aircrafts and aircraft parking. The north and south aprons accommodate small aircraft parking with tie-downs.

A former crosswind runway, Runway 16/34, was closed more than 20 years ago and the southern portion is now fenced off. It currently accommodates the Bremerton Raceway facility.

Existing airport structures include the GA terminal building, fixed base operator (FBO) facilities (Avian Flight Center), education center (Bremerton Aviation Center for Education and Civil Air Patrol), restaurant, port maintenance and Civil Air Patrol buildings, and vehicle access and parking. The current FBO facility north of the South Hangar Area provides fueling, mobile fuel trucks, repairs, flight training, aircraft rental, and business services. A map of existing airport

facilities is included in Figure 2. More details on existing conditions are included in Chapter 2 of the AMP located in Appendix A, Airport Layout Plan

As part of the AMP, an Airport Layout Plan (ALP) was developed. The ALP includes a set of airport plans, which are in accordance with current FAA guidelines, to illustrate existing conditions, recommended changes in airfield facilities, property ownership, land use, and obstruction removal, as appropriate.

For the purposes of this EA, it is important to note that the ALP was used to inform the evaluation and selection of the Proposed Action. The full ALP is in Chapter 8 of the AMP, which is included in Appendix A.

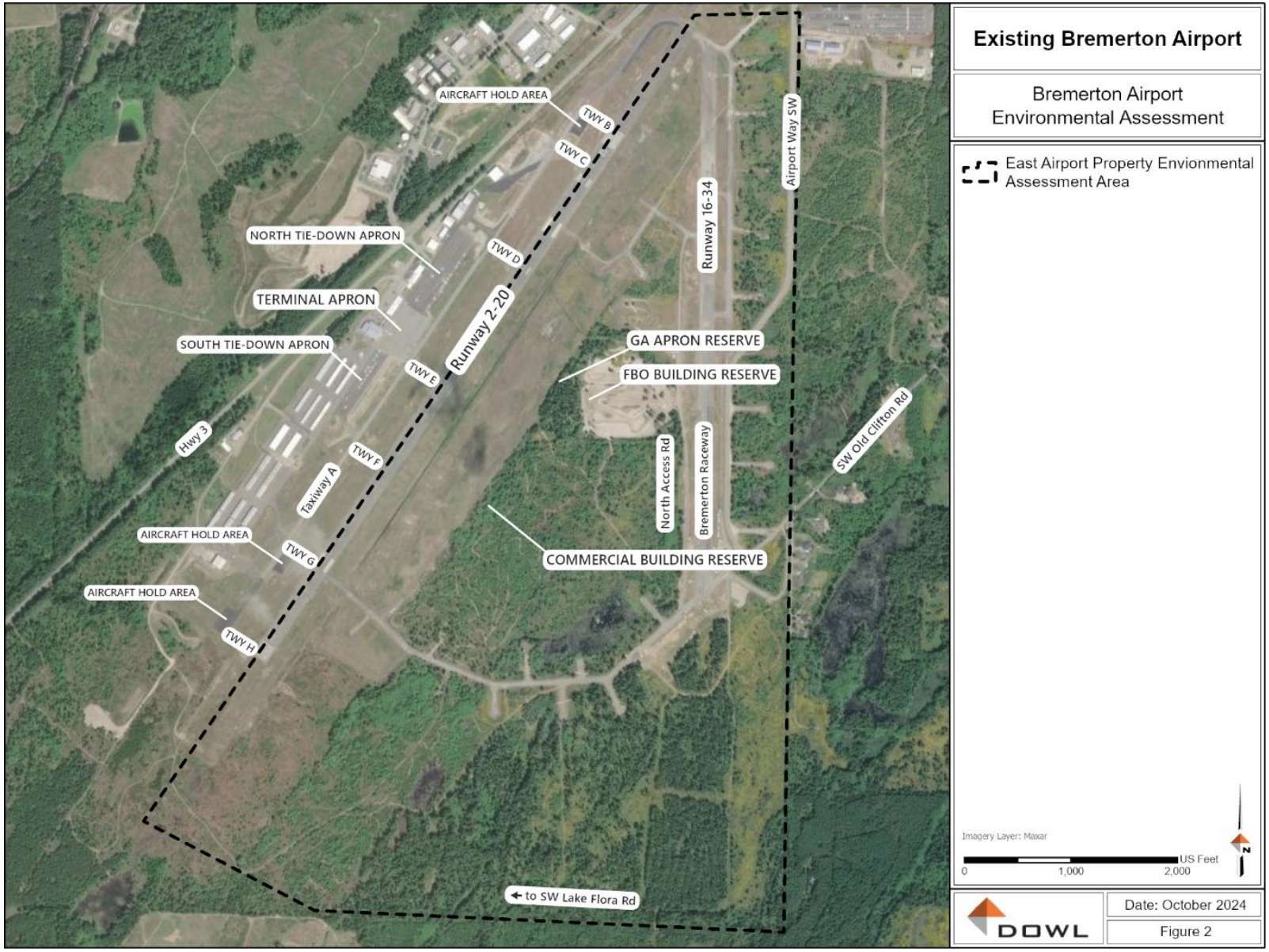

Figure 2: Airport Overview

1.3 Proposed Action

The Port of Bremerton, in coordination with the FAA, is proposing the following four improvement stages (collectively referred to as 'the Proposed Action').

- **East Parallel Taxiway (Stage 1) –** Stage 1 would consist of three main features, the East Parallel Taxiway, north access road, and hangar access road. The East Parallel Taxiway, and associated access roads, would provide efficient movement of aircrafts to/from the runway and provide access to future landside development and improve airport safety.
- **Northeast Hangar Development (Stage 2) –** Stage 2 would consist of development of a new aircraft hangar, to be accessed via the new East Parallel Taxiway, North Access Road, and Hangar Access Road.
- **Fixed Base Operator (FBO)/General Aviation Apron (GAA) (Stage 3) –** Stage 3 would include expansion of operational capacity through the development of a new apron, located to the west of existing Runway 2/20. The new apron would have the potential to support hangars, aircraft fueling, and additional support structures.
- **Commercial Service Apron (Stage 4) –** Stage 4, similar to Stage 3, would include development of a new apron to support commercial aircrafts.

The Proposed Action, described above, would generally be located to the east of Runway 2/20 and other existing airport facilities, such as hangers, parking, and airport admin buildings are located along the western perimeter of airport property. Refer to Figure 3 for a graphic of the Proposed Action.

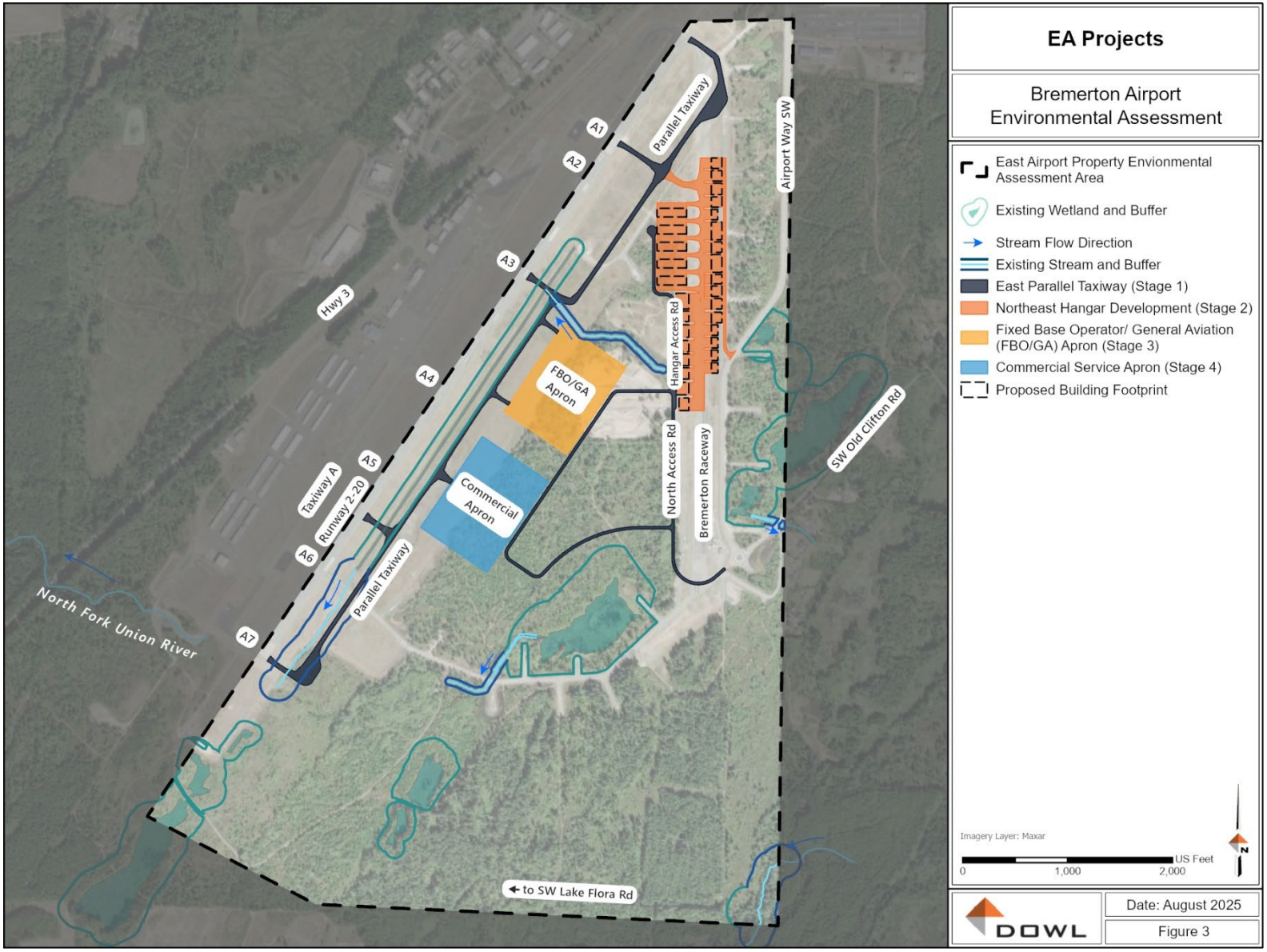

Figure 3: Proposed Project Phases

2.0 PURPOSE AND NEED

2.1 Purpose

The purpose of the Proposed Action is to provide adequate capacity to meet the current and forecasted growth of the Airport. Additionally, the purpose would include addressing safety deficiencies as described in the AMP to bring existing facilities at the Airport into compliance with FAA design standards and recommendations.

2.2 Need

Capacity

The Proposed Action is needed because the Airport's current and projected capacity exceeds the existing Airport's maximum capacity as defined by the FAA Advisory Circular (AC) 150/5070-6B.

As documented in Chapters 3 and 4 of the AMP, the number of aircraft based out of the Airport has experienced an average growth rate of 2.46 percent, which exceeds the FAAs terminal area forecast (TAF) for the airport (1.92 percent) by 0.54 percent. Airport capacity for based aircraft is limited to available parking spaces on the north and south aprons for tie-down parking (approximately 47 spots) and 82 T-hanger parking spots. As of July 2025, the airport had a two-to-three-year long waitlist of over 70 individuals, waiting for available parking and had an overage of approximately 93 aircrafts based out of the Airport (Barnes, 2024). In addition, the Airport does not currently support parking, or have adequate room for maneuvering within FAA guidelines, for jets or turboprop aircrafts.

Safety

As described in Chapter 4 of the AMP, the existing layout and supporting facilities of the Airport do not meet FAA design standards in relation to operating aviation and safety. The FAA has estimated that the Airport should utilize a standard design aircraft of a medium size business jet (Class B-II), as this size jet is the most demanding jet using the Airport on a regular basis. Current facilities (i.e. taxiway, aprons, object free areas, runway safety areas, and runway protection zones) do not conform to the necessary FAA design standards for Class B-II aircrafts. Refer to Tables 4-2 and 4-3, and subsequent narratives, in the AMP for specific details regarding the design standards.

2.3 Requested Federal Actions

The following actions are required prior to actual construction of the Proposed Action:

- Unconditional approval of the Bremerton ALP to depict the Proposed Action as described in Chapter 3: Alternatives subject to FAA review and approval pursuant to 49 U.S.C. § 47107(a)(16)(B).
- Determination of project eligibility for AIP funding in accordance with 49 U.S.C. § 47101-47144.

2.4 Timeline

The Proposed Action is proposed to be constructed between Spring of 2026 and Fall of 2027. Official construction dates would be provided to appropriate agencies upon completion of the planning, design, and permitting processes.

3.0 ALTERNATIVES and PROPOSED ACTION

This chapter describes and compares alternatives in terms of their environmental impacts and their achievement of the purpose and need of the Proposed Action, as described in Sections 2.1 and 2.2 above.

3.1 Alternatives Development

The analysis has been prepared in accordance with FAA's NEPA guidelines (FAA Order 1050.1F). This section describes other alternatives considered and eliminated from further environmental analysis. FAA Order 1050.1F, Change 1, paragraph 7-1.1.e states that alternatives "… must be reasonable, feasible, and achieve the project's purpose." Potential alternatives that would not meet these criteria are eliminated from further consideration. The Port investigated several alternatives to the purpose and need.

In addition to developed alternatives, NEPA requires agencies to consider a "no action" alternative. The no-action alternative concept establishes a baseline from which the action alternatives can be developed and compared.

3.2 Alternatives Considered but Dismissed

Airport-wide alternatives are considered during the AMP development process and preferred alternatives are selected, and approved by FAA, and depicted in an ALP. The goal of the AMP and the ALP is to define a path for future development that provides an efficient use of resources and can accommodate the forecast demand and facility needs. Bremerton Airport's AMP was approved in 2015 and recommended a preferred alternative for the action area as described below in Section 3.4. Please refer to the 2015 Bremerton AMP (Century West, 2015; Appendix A) for a detailed description of alternatives considered but dismissed. Table 1 below outlines the reason these alternatives were considered but dismissed from further analysis.

Table 1: Alternatives Considered and Dismissed from Further Analysis

Screening Criteria	No Action Alternative	Proposed Action	Runway 2/20 Pavement Overrun/End	Large and Corporate Aircraft Parking Apron	East Landslide Development – Option A	East Landslide Development – Option C
Capacity	**N –** Airport would remain consistent with current capacity limitations.	**Y –** Additional capacity would be added under various phase improvements.	**Y –** Updates to the runway overrun areas would provide additional capacity for the Airport by allowing larger commercial aircrafts such as Boeing 737s to have adequate runway lengths.	**Y –** Additional capacity for larger aircrafts would be added under these improvements.	**N –** While additional hangars would be developed as part of this alternative, FBO facilities to support long-term commercial operations would not be constructed.	**N –** While additional hangars would be developed as part of this alternative, FBO facilities to support long-term commercial operations would not be constructed.
Safety	**N –** Airport would remain consistent with current FAA safety deficits.	**Y –** Additional connectivity, runway safety areas (RSA), and obstacle free areas would be constructed to satisfy FAA safety requirements.	**N –** Due to proximity of airport to SR-3, wetlands, and existing airport facilities, FAA standard RSA guidelines would not be met.	**N –** Taxilanes require a clear 115-ft path (no parked aircraft or other objects) to meet FAA guidelines, addition of large aircraft parking in this area would not provide suitable clearance distances.	**N –** Proposed new hangars would be located on or near environmentally sensitive areas and on non-level ground, which could lead to additional safety concerns.	**Y –** Airport upgrades would be consistent with current FAA safety guidelines.

3.3 No Action Alternative

Under the No Action Alternative, the Port would continue to maintain existing Airport facilities and capabilities without investing in facility upgrades or expansion. The existing airfield configuration would remain unchanged from its present configuration. Under the No Action Alternative, the Airport would be unable to accommodate forecasted aviation demand beyond current facility capabilities. Existing layout and supporting facilities of the Airport would continue to not meet FAA design standards in relation to operating aviation and safety. The Airport would continue to be out of compliance with the design standards of the Class B-II aircraft, the most demanding jet using the Airport on a regular basis. Future aviation activity would eventually be constrained by the capacity, safety, and operational limits of the existing airport facilities.

3.4 Proposed Action

The Proposed Action meets the purpose and need as stated in Section 2.0, through the four proposed stages described in detail below.

3.4.1 Stage 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 (Stage 2).
- Construction of the North Access Road from Airport Way SW to serve vehicles to the new apron developments (Stages 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.

3.4.2 Stage 2 – Northeast Hangar Development

This stage would 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.

3.4.3 Stage 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

3.4.4 Stage 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.

4.0 Affected Environment and Environmental Consequences

4.1 Overview

This chapter provides a description of the existing environmental setting for the area that would be affected by the Proposed Action. This chapter also presents the reasonably foreseeable environmental effects that would likely result from the implementation of the two alternatives carried forward for full evaluation in this EA: the Proposed Action and the No Action Alternative. Under the No Action Alternative, conditions would remain in their existing state.

FAA Order 1050.1F and FAA 1050.1F Environmental Desk Reference for Airport Actions provide guidance on FAA NEPA documentation and provide direction for the evaluation of potential impacts of the Proposed Action on specific environmental categories. This EA evaluates effects on the environment based on significance thresholds outlined in FAA Order 1050.1F. Therefore, resource categories where they are not present, no effects or insignificant, are not evaluated in

detail. The rationale for these determinations is provided in Section 4.2 (Non-Issue Resource Categories).

Terms referring to, duration are used in the effects analyses. Unless otherwise stated, the standard definitions for these terms are as follows:

- **Short-term Effect**: The effect would occur only during or immediately after implementation of the alternative.
- **Long-term Effect**: The effect could occur for an extended period after implementation of the alternative. The effect could last several years or more and could be beneficial or adverse.

Table 2 summarizes FAA Order 1050.1F significance thresholds for applicable resource categories. Consistent with the significance thresholds defined in Table 2 below, the following terms were used to determine whether an impact to a resource topic was significant:

- **Significant**: The impact to a resource topic meets or exceeds the thresholds defined in Table 2 and would result in adverse impacts and mitigation could not be implemented to lessen the severity of such impacts.
- **Not Significant:** The impact to a resource topic meets or exceeds the thresholds defined in Table 2 and would result in adverse impacts.

For any of the above defined terms, If FAA does not have a significance threshold, the significance determination would be applied based on a review of the topics to considered provided by 1050.1F and presented in Table 2. If the Proposed Action is likely to meet any of these impact thresholds, the FAA must prepare an Environmental Impact Statement; however, as summarized below, none of the impacts are anticipated to reach significance.

Table 2: Significance Thresholds

Category	Significance Threshold
Air quality	The action causes pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency (EPA) under the Clean Air Act (CAA).
Biological resources (e.g., fish, wildlife, vegetation)	The U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries (NMFS) Service determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. The FAA has not established a significance threshold for non-listed species; however, factors to consider include if the action would have the potential for:

Category	Significance Threshold
	• A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport) • Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats • Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations • Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance
Department of Transportation Act, Section 4(f)	The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a "constructive use" based on an FAA determination that the Project would substantially impair the Section 4(f) resource. Under Section 4(f) substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.
Farmlands	Consistent with the Farmland Protection Policy Act (FPPA), that if an action receives a total combined score on Form AD-1006 "Farmland Conversion Impact Rating" ranging between 200 and 260 points. In addition, the following factor should be considered when determining significance: • The action would have the potential to convert important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land.
Hazardous materials, solid waste, and pollution prevention	The FAA has not established a significance threshold for hazardous materials, solid waste, and pollution prevention; however, factors to consider include if the action would have the potential to:

Category	Significance Threshold
	• Violate applicable Federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management • Involve a contaminated site (including but not limited to a site listed on the National Priorities List). Contaminated sites may encompass relatively large areas. However, not all the grounds within the boundaries of a contaminated site are contaminated, which leaves space for sitting a facility on non-contaminated land within the boundaries of a contaminated site. • Produce an appreciably different quantity or type of hazardous waste • Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity • Adversely affect human health and the environment.
Historical, architectural, archaeological, and cultural resources	The FAA has not established a significance threshold for historical, architectural, archeological, and cultural resources; however, factors to consider include if the action would result in a finding of Adverse Effect through the Section 106 process.
Land use	The FAA has not established a significance threshold for land use. The determination that significant impacts exist in the Land Use impact category is normally dependent on the significance of other impacts.
Natural resources and energy supply	The FAA has not established a significance threshold for natural resources and energy supply; however, a factor to consider is whether or not the action's construction, operation, or maintenance would cause demands that would exceed available or future natural resources or energy supplies.
Noise and noise-compatible land use	The action causes noise sensitive areas located at or above day-night average sound level (DNL) 65 decibels (dB) to experience a noise increase of at least DNL 1.5 dB. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB.

Category	Significance Threshold
Socioeconomics and children's environmental health and safety risks	The FAA has not established a significance threshold for socioeconomics, or children's environmental health and safety risks; however, factors to consider include if the action would have the potential to: • Induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area) • Disrupt or divide the physical arrangement of an established community • Cause extensive relocation when sufficient replacement housing is unavailable • Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities • Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities • Produce a substantial change in the community tax base. • Lead to a disproportionate health or safety risk to children.
Visual effects (light emissions and visual resources/character)	The FAA has not established a significance threshold for light emissions or visual resources/character; however, factors to consider include if the action would have the potential to: • Create annoyance or interfere with normal activities from light emissions • Affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources. • Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources • Contrast with the visual resources and/or visual character in the study area and block or obstruct the views of visual

Category	Significance Threshold
	resources, including whether these resources would still be viewable from other locations. • Block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.
Wetlands	The action would consider wetlands under federal and state jurisdiction: • Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers • Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected • Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public) • Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands • Promote development of secondary activities or services that would cause the circumstances listed above to occur • Be inconsistent with applicable state wetland strategies.
Floodplains	The action causes notable adverse impacts on natural and beneficial floodplain values.
Surface waters	The action would: • Exceed water quality standards established by Federal, state, local, and tribal regulatory agencies • Contaminate public drinking water supply such that public health may be adversely affected.

Category	Significance Threshold
Groundwater	The action would: • Exceed groundwater quality standards established by Federal, state, local, and tribal regulatory agencies; or • Contaminate an aquifer used for public water supply such that public health may be adversely affected.
Wild and Scenic Rivers	The FAA has not established a significance threshold for Wild and Scenic Rivers; however, factors to consider include if the action would have an adverse impact on the values for which a river was designated (or considered for designation) through: • Destroying or altering a river's free-flowing nature; • A direct and adverse effect on the values for which a river was designated (or under study for designation); • Introducing a visual, audible, or other type of intrusion that is out of character with the river or would alter outstanding features of the river's setting; • Causing the river's water quality to deteriorate; • Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or • Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification.

4.2 Resource Categories Not Affected or Insignificant

Environmental consequences are reasonably foreseeable environmental impacts which result from the Proposed Action. The following FAA environmental impact categories were determined to be not relevant to the Proposed Action because the resource is not present or because there is no potential for the alternatives to result in a measurable affect/impact. Therefore, these resources were not carried forward for further analysis in this EA.

4.2.1 Coastal Resources

The Proposed Action is in Kitsap County, which is one of the 15 counties within the Washington State Coastal Zone. The federal Coastal Zone Management Act (CZMA) of 1972 provides authority for management of coastal resources nationwide. The Washington Coastal Zone Management Program (CZMP), approved by the National Oceanic and Atmospheric Agency in

1976, is managed through the Washington State Department of Ecology (Ecology) and through implementation of the Washington State Shoreline Management Act (SMA) approved in 1971 (Ecology, 2025). Washington State delegates the responsibility of administering the SMA to local counties and cities. In Kitsap County, the SMA is administered by the Department of Community Development Planning and Environmental Programs.

The federal CZMA requires that federal actions within and outside the coastal zone, which have reasonably foreseeable effects on any coastal use (land or water) or natural resource of the coastal zone be consistent with the enforceable policies of the state's federally approved CZMP.

The regulated shoreline includes all lands within 200 ft of waters of the state, including the Puget Sound. The Airport is not subject to SMA because it is not located within the regulated shoreline. Currently, Airport activities do not impact the regulated shoreline or Puget Sound. Therefore, the Proposed Action would have no effect on coastal resources and this resource category was not carried forward for detailed analysis in this EA.

4.2.2 Section 4(f)

Publicly owned wildlife refuges, parks and recreation areas, and historic sites eligible for the National Register of Historic Places (NRHP) are protected from transportation impacts by Section 4(f) of the Department of Transportation Act.

Review of the Washington State Parks, Kitsap County Parks and Recreation, and Google Maps indicate that there are no public parks, recreational areas, or wildlife refuges within the project area. In addition, a Cultural Resources Records Review was completed for the project in June 2025. No NRHP listed, eligible, or potentially eligible properties were identified.

While recreational in nature, the Bremerton Raceway, located on the closed 16-34 Runway, does not qualify as a protected Section 4(f) resource because it is not publicly owned.

Due to the lack of Section 4(f) resources within or adjacent to the project area, this resource category was not carried forward for detailed analysis in this EA.

4.2.3 Farmlands

A review of the U.S. Department of Agriculture, National Resources Conservation Service (NRCS) Web Soil Survey was conducted for the project area. The NRCS Web Soil Survey indicated a small area, approximately 7.6 acres, of state or locally important farmland within the Airport boundary. However, the Proposed Action is not proposed to occur within the vicinity of the state or locally important farmland (NRCS, 2025). No prime or unique farmland was identified within the Airport boundary or project area. Therefore, the Proposed Action would have no effect on farmland and this resource category was not carried forward for detailed analysis in this EA.

4.2.4 Floodplains

The Proposed Action is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 53035C0450E, 53035C0344E, and 53035C0365F in Kitsap County, Washington (FEMA, 2025). The project area is located entirely within FEMA Flood Zone X, which is not a regulated floodplain or floodway. Due to the lack of regulated floodplains within the project area, this resource category was not carried forward for detailed analysis in this EA.

4.2.5 Ground Water Wells and Aquifers

According to the Kitsap County Public Utility Department, groundwater and aquifers are the primary source of drinking water in Kitsap County. A review of Ecology indicated the presence of three wells within the Airport boundary (Ecology, 2025). All wells are either closed or located within the vicinity of existing structures, outside of the project area. Therefore, no further analysis of groundwater and aquifers is required and this resource category was not carried forward for detailed analysis in this EA.

4.2.6 Wild and Scenic Rivers

There are no Wild and Scenic Rivers within or adjacent to the project area. The nearest Wild and Scenic River to the project area is the Middle Fork Snoqualmie River, which is approximately 65 miles east of the project area. Due to the lack of Wild and Scenic Rivers within and adjacent to the project area, this resource category was not carried forward for detailed analysis in this EA.

4.3 Resource Categories Analyzed

4.3.1 Air Quality

The EPA sets air quality standards for six criteria pollutants known to impact human health, to attain and maintain NAAQS conformity. The six criteria pollutants are carbon monoxide (CO), particulate matter (PM), ozone (O3), sulfur dioxide (SO2), lead (Pb), and nitrogen oxide (NOx).

The EPA defines geographic areas in one of four ways with respect to air quality. “Non-attainment” areas are those areas where standards have been violated for one of the six monitored pollutants. “Maintenance” areas are those geographic areas that had a history of non-attainment, but now consistently meet the NAAQS. Geographic areas classified as “attainment” are those that are typically monitored but have had no violations. Areas are considered “non-classified” if air quality is generally not a concern.

The closest air quality monitoring station to the Airport is the Bremerton-Spruce Avenue Station approximately 9.5 miles northeast of the Airport.

The Puget Sound Clean Air Agency administers and enforces the requirements of the Washington CAA RCW 70.94, and the Federal CAA in Pierce, King, Snohomish, and Kitsap counties.

4.3.1.1 Affected Environment

Per the EPA Greenbook, Kitsap County has no non-attainment areas for 8-hour ozone, PM 2.5, sulfur dioxide, lead, carbon monoxide, or nitrogen dioxide. The project limits are in an area that has attainment status with the NAAQS (EPA, 2025).

Airport operations contribute air pollutants, including carbon dioxide, nitrogen oxides, and sulfur oxides, from aircraft and exhaust from diesel- and gasoline-powered vehicles, all of which negatively impact air quality in the immediate vicinity of the Airport. The types of aircraft that typically land and take off from the Airport include small single- and multi-engine aircraft, business class turbine aircraft (business jets and turboprops), civilian helicopters, and military fixed wing aircraft and helicopters.

4.3.1.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current air quality conditions due to aircraft exhaust and traffic would continue at existing levels. The capacity of the Airport, and therefore air traffic, would not be expanded.

Proposed Action

Construction-related activities would likely result in slight degradations in air quality during the construction period but are expected to be short-term. GHG emissions due to construction would likely include carbon dioxide (CO2) emissions from heavy machinery such as excavators, dozers, loaders, smooth drum rollers, dump trucks, and potentially scrapers.

In addition, the Proposed Action would result in the expansion of airport capacity, which would increase the number of aircrafts using the Airport and provide additional facilities for larger aircraft types.

While the capacity is increasing at the Airport due to additional aprons and hangars, leading to additional based aircrafts, the increase is not expected to change the overall reliance of aviation on a regional scale. Therefore, the Proposed Action may result in a minor increase in greenhouse gas (GHG) emissions[2] locally, but regionally no increase in aviation operations is anticipated (i.e. increased capacity at the Airport is not expected to lead individuals into purchasing new aircrafts or increasing regional operations). The Airport is of a similar operational scale and size to the nearby Arlington and Olympia regional airports, which have not been evaluated to be major contributors of GHG emissions on a local or regional scale.

The FAA's *Aviation Emissions and Air Quality Handbook* was reviewed and utilized to determine whether a formal air quality assessment is required for the Proposed Action. The Proposed Action would be exempt from general conformity under 40 CFR 93.153(d)(4) and is located within Kitsap County, which as stated above, is within an attainment area for all NAAQS (FAA, 2024). Furthermore, FAA's air traffic screening guidance indicates that while the project may result in additional emissions associated with additional aircraft usage and airport capacity, the increase and associated construction emissions are not anticipated to exceed FAA's significance thresholds as described in Table 2 (Section 4.1). Therefore, no formal air quality analysis is required for the Proposed Action and impacts to air quality are not significant..

4.3.1.3 Minimization and Mitigation

The Erosion and Sediment Control Plan for the project would address minor impacts to air quality from construction (e.g., dust). Measures to control fugitive dust such as pre-watering sites prior to excavation, applying a dust palliative, controlling construction traffic patterns and haul routes, and covering, or otherwise stabilizing fill material stockpiles, would be implemented during construction.

[2] E.O. 13990 was revoked by E.O. 14148 on January 20, 2025. In response, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended. As a result of these changes, references to climate and the qualitative climate evaluation that discussed the level of preparedness with respect to the impacts of climate change, the extent to which the alternatives could be affected by future climate conditions, and if the alternatives are consistent with national, state, and local climate goals has been removed from the EA.

BMPs to minimize air quality impacts during construction would include proper maintenance of construction equipment and reducing idle times of construction equipment when possible. No formal mitigation would be required.

4.3.2 Biological Resources

Federally, biological resources are regulated under Section 7 of the ESA of 1973 (16 U.S.C. Section 1531, et. seq. [ESA]) requires federal agencies to examine projects for adverse impacts on federally listed endangered or threatened species. The USFWS defines an endangered species as one that is in danger of extinction within all or a significant part of its natural range. A threatened species is a species identified as one that will likely become endangered within the foreseeable future.

The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests except as authorized under a valid permit (50 CFR 21.11). The MBTA authorizes the Secretary of the Interior to determine if, and by what means, the take of migratory birds shall be allowed, and to adopt suitable regulations permitting and governing take. The Bald Eagle and Golden Eagle Protection Act provides protection for bald and golden eagles (16 U.S.C 688(a); 50 CFR 22.4).

The state of Washington, through the WDFW manages and protects species and habitats that have been determined at-risk or protected within the state. Similarly, the Washington Natural Heritage Program (WNHP), which is run by the Washington Department of Natural Resources manages known high-value ecosystems, including rare plant communities and wetland ecosystems.

Further, Bremerton Municipal Code (BMC) 20.14.700 has established habitat protection procedures and mitigation measures designed to achieve “no net loss” of fish and wildlife species and habitats due to new development or regulated activities. The BMC includes the following as fish and wildlife habitat conservation areas:

- Streams and river shorelines
- Saltwater shorelines and lakes twenty acres and greater in surface area
- Lakes less than 20 acres in surface area
- Wildlife habitat conservation areas
- Areas that contain habitats and species of local importance

Wildlife habitat conservation areas include Class I Wildlife Habitat Conservation Areas and Class II Wildlife Habitat Conservation Areas. Class I Wildlife Habitat Conservation Areas are defined as *(1) Habitats recognized by federal or state agencies for federal and/or state listed endangered, threatened and sensitive species documented in maps or databases available to the City; (2) Areas that contain habitats and species of local importance* (identified by the City). Class II Wildlife Habitat Conservation Areas are defined as *“habitats for state listed candidate and monitored species documented in maps or databases available to the City, and which if altered, may reduce the likelihood that the species will maintain and reproduce over the long term* (Bremerton, Zoning Code & Map, 2025).

4.3.2.1 Affected Environment

Terrestrial Habitat/Vegetation

Terrestrial habitats and at the Airport have been substantially altered from historical conditions. Land cover is primarily comprised of developed Airport facilities, fragmented open space including managed fields adjacent to runways and taxiways, open fields and shrublands, forested areas, wetlands, and wetland and riparian buffers. Many vegetated habitats around the outer edge of Airport have been developed for commercial, industrial, and recreational uses (e.g., the racetrack and motocross track). The southern portion of the airport including between current 02/20 Runway and closed 16/34 Runway remains largely shrublands, forested, wetland, and riparian habitats.

Areas adjacent to runways are maintained and regularly mowed. Vegetation in these areas is dominated by grasses and weedy herbaceous species. In the currently undeveloped areas east of the project area there is immature forest dominated by native tree species including Douglas-fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*) and western white pine (*Pinus monticola*). The shrub layer in forested areas is dominated by evergreen huckleberry (*Vaccnium ovatum*) and salal (*Gaultheria shallon*) with invasive Scotch broom (*Cytisus scoparius*) and Himalayan blackberry (*Rubus armeniacus*) (Confluence, 2025).

Migratory Birds

As discussed in Section 4.3.3.1 above, existing within the project area has been substantially altered from historic natural conditions. Adjacent to the Airport, there are some undeveloped forested areas and aquatic features which may provide nesting, foraging, resting, and refuge for several species of migratory birds, both seasonally and year-round. The Airport is managed by U.S. Department of Agriculture, Wildlife Services (USDA WS) to limit aviation/wildlife incursions, including limiting habitat availability around aviation infrastructure.

According to the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) no known bald or golden eagle nests have been documented within or adjacent to the Airport Boundary (WDFW, 2025). However, according to the USFWS, the project area is within range for several migratory birds and bald eagles. According to USFWS, the project area is within range of:

- Bald Eagle *(Haliaeetus leucocephalus)*
- Black Swift *(Cypseloides niger)*
- Brandt's Cormorant *(Urile penicillatus)*
- California Gull *(Larus californicus)*
- Chestnut-backed Chickadee *(Poecile rufescens rufescens)*
- Evening Grosbeak *(Coccothraustes vespertinus)*
- Lesser Yellowlegs *(Tringa flavipes)*
- Olive-sided Flycatcher *(Contopus cooperi)*
- Oregon Vesper Swallow *(Pooecetes gramineus affinis)*
- Red Knot *(Calidris canutus roselaari)*
- Rufous Hummingbird *(Selasphorus rufus)*
- Short-billed Dowitcher *(Limnodromus griseus)*
- Western Grebe *(Aechmophorus occidentalis)*
- Western Gull *(Larus occidentalis)*
- Willet *(Tringa semipalmata)*

Threatened and Endangered Species

According to the Biological Assessment (BA) prepared for the Project, a total of twelve ESA-listed species were identified as having either critical habitat or potentially occurring within or downstream of the project area via the North East Fork Union River and the East Fork Union River both of which are located within the west side of the project area. Six of the ESA-listed species are under the jurisdiction of the NMFS (Table 3) and six are under the jurisdiction of USFWS (Table 4) (Confluence, 2025).

Table 3: ESA-listed species and critical habitat under the jurisdiction of NMFS

Species	Federal Status	Critical Habitat in Project Area
Chinook salmon (Puget Sound ESU) (*Oncorhynchus tshawytscha*)	Threatened	Yes
Steelhead (Puget Sound DPS) (*Oncorhynchus mykiss*)	Threatened	Yes
Chum Salmon (Hood Canal summer-run ESU) (*Oncorhynchus keta*)	Threatened	Yes
Bocaccio rockfish (Puget Sound/Georgia Basin DPS) (*Sebastes paucispinis*)	Endangered	No
Yelloweye rockfish (Puget Sound/Georgia Basin DPS) (*Sebastes ruberrimus*)	Threatened	No
Killer whale (Southern Resident DPS) (O*rcinus orca*)	Endangered	No
Acronyms: ESU – Evolutionary Significant Unit, DPS – Distinct Population Segment		

Table 4: ESA-listed species and critical habitat under the jurisdiction of USFWS

Species	Federal Status	Critical Habitat in Project Area
Marbled murrelet (*Brachyramphus marmoratus*)	Threatened	No
Yellow-billed cuckoo (*Coccyzus americanus*)	Threatened	Yes
Bull trout (Coastal-Puget Sound DPS) (*Salvelinus confluentus*)	Threatened	Yes
Northwestern pond turtle (*Actinemys marmorata*)	Proposed Threatened	No
Monarch butterfly (Danaus plexippus)	Proposed Threatened	No
Suckley's cuckoo bumble bee (B*ombus suckleyi*)	Proposed Endangered	No

In addition to ESA-listed species, essential fish habitat (EFH), which is defined as “waters and substrate necessary to a fish for spawning, breeding, feeding, or growth to maturity” was reviewed. EFH is protected under the Magnuson-Stevens Fishery Conservation and Management Act (MSA) (16 U.S.C. § 1802) which governs fisheries management in the United States for long-term biological and economic sustainability. Within the project area, two tributaries which stormwater has the potential to discharge into, were identified. These tributaries connect to the Union River, which flows directly into the Hood Canal, both of which are classified as EFH for 33 species of fish (Confluence, 2025). Refer to Appendix B for a copy of the BA.

State Protected Species

Based on a review of the WDFW species list, it was identified that two state protected species, the streaked horned lark (*Eremophila alpestris strigata*), which is listed as state-endangered, and the mamzama pocket gopher (*Thomomys mazama*) which is listed as state threatened, have the potential to exist within the limits of the Airport. A survey for the streaked horn lark was conducted in spring 2025 for the project area. No streaked horn lark or nests were identified (Sage, 2025). Surveys for the mamzama pocket gopher are planned to be completed in fall 2025; findings of these surveys will be included in the Final EA. No other state-listed species are known to occur or potentially occur within the Airport property.

A review of the WNHP indicated that no rare plant communities were located within the vicinity of the Airport. However, wetland ecosystems were identified, and it was determined that a full wetland delineation would be required for the Airport. As such, an inventory of wetlands and waters was completed and is discussed in detail in section 4.3.11 Water Resources below.

Locally Protected Habitat

Within the project area, and the Airport boundary, several habitats are protected under the BMC. The 2024 Wetland and Stream Delineation Report identified snag-rich areas, riparian habitat, instream habitat, 12 wetlands, and five streams (DOWL, 2024). Per BMC 20.14.700, described above, all of these habitat types would be either Class I or Class II wildlife habitat conservation areas due to the presence of federal threatened and endangered species (Section 4.3.2.3) and state and locally protected species (Section 4.3.2.4).

4.3.2.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current vegetation and terrestrial habitats would not be disturbed and existing conditions would remain. Existing habitat and conditions for migratory birds would be maintained. USDA WS would continue to manage the habitat to limit aviation/wildlife incursions which can create stress for avian species. This alternative would not result in any impacts on federal, state, or locally protected species or critical habitat.

Proposed Action

The Proposed Action would be constructed primarily within previously disturbed areas within the Airport boundary; however, 110 acres of grassy vegetation, and shrub and forested habitat between the existing Airport and the Bremerton Raceway is anticipated to be disturbed. The

majority of disturbed vegetation would be cleared and be paved over to construct the Proposed Action. While some vegetation disturbance is anticipated, the impacts to vegetation and terrestrial habitat would not be substantive on a local and regional scale. The City of Bremerton consists of approximately 13,873 acres of developed and undeveloped land and Kitsap County consists of approximately 252,800 acres of developed and undeveloped land. The Proposed Action represents impacts of less than one percent at the city level and less than one-tenth of a percent at the regional level. The Proposed Action is not anticipated to result in the substantial loss or degradation of vegetation and/or terrestrial habitat as described in Table 2 (Section 4.1).

The reduction in vegetation within the Airport boundary may reduce or eliminate the amount of available stop-over habitat for avian species, including migratory birds. However, eliminating the habitat would be beneficial to avian species by limiting the number of aviation/wildlife incursions.

The FAA has not established formal significance thresholds for migratory birds; however, the Proposed Action is not anticipated to result in the substantial loss of avian habitat, nor would the project result in impacts on a species' reproductive success rates within the project limits as described in Table 2 (Section 4.1).

The June 2025 BA determined that the marbled murrelet, yellow-billed cuckoo, northwestern pond turtle, monarch butterfly, and Suckley's cuckoo bumble bee were not found in the project area; therefore, these five species were not carried forward for full analysis in the BA.

The 2025 BA further determined that the Proposed Action \would have ***no effect*** on the Bocaccio rockfish, yelloweye rockfish, killer whale, and bull trout critical habitats as no critical habitat is designated within the project area.

The Proposed Action was determined ***may affect, not likely to adversely affect*** the bull trout (Coastal-Puget Sound DPS). This determination was made because no observances of the bull trout have been made within the project area, which makes it unlikely that spawning or rearing occur in the freshwater North East Fork Union River and the East Fork Union River. Bull trout usage is anticipated to include occasional use by foraging juveniles and adults from other drainages. While bull trout may forage in the North East Fork Union River and the East Fork Union River within the project area, other prey is available and therefore impacts to prey species within these rivers would have a discountable effect on bull trout.

The 2025 BA further determined that the Proposed Action ***may affect, likely to adversely affect*** the following species and critical habitats; Chinook salmon (Puget Sound ESU), Chinook salmon critical habitat, Steelhead (Puget Sound ESU), Steelhead critical habitat, Chum salmon (Hood Canal summer-run ESU), Chum salmon critical habitat, Bocaccio rockfish (Puget Sound/Georgia Basin DPS), yelloweye rockfish (Puget Sound/Georgia Basin DPS), and killer whale (Southern Resident DPS). Reasoning for this determination on each species/critical habitat is included in Table 5 below.

Table 5: Reasoning for Determinations of Affect for May Affect, Likely to Adversely Affect on Federally Protected Species and Critical Habitat

Species/Critical Habitat	Determination of May Affect, Likely to Adversely Affect Reasoning
Chinook salmon (Puget Sound ESU)	Species has been documented spawning, rearing, migrating and foraging in action area. The Proposed Action would include in-water work and

Species/Critical Habitat	Determination of May Affect, Likely to Adversely Affect Reasoning
	construction of new impervious surfaces which have the potential to generate pollution. Water quality could be degraded under the Proposed Action which could adversely impact the species at all life stages.
Chinook salmon critical habitat	Critical habitat for the species is designated within the project area. The Proposed Action would generate operational stormwater which could be discharged into surface waters flowing into critical habitat. Operational stormwater discharges would result in an incremental degradation of water quality that would affect the species critical habitat.
Steelhead (Puget Sound DPS)	Species has been documented spawning, rearing, migrating and foraging in action area. The Proposed Action would include in-water work and construction of new impervious surfaces which have the potential to generate pollution. Water quality could be degraded under the Proposed Action which could adversely impact the species at all life stages.
Steelhead critical habitat	Critical habitat for the species is designated within the project area. The Proposed Action would generate operational stormwater which could be discharged into surface waters flowing into critical habitat. Operational stormwater discharges would result in an incremental degradation of water quality that would affect the species critical habitat.
Chum Salmon (Hood Canal summer-run ESU)	Species has been documented spawning, rearing, migrating and foraging in action area. The Proposed Action would include in-water work and construction of new impervious surfaces which have the potential to generate pollution. Water quality could be degraded under the Proposed Action which could adversely impact the species at all life stages.
Chum salmon critical habitat	Critical habitat for the species is designated within the project area. The

Species/Critical Habitat	Determination of May Affect, Likely to Adversely Affect Reasoning
	Proposed Action would generate operational stormwater which could be discharged into surface waters flowing into critical habitat. Operational stormwater discharges would result in an incremental degradation of water quality that would affect the species critical habitat.
Bocaccio rockfish (Puget Sound/Georgia Basin DPS)	Species planktonic eggs and larvae, post-settlement juveniles, and adults could occur in the project area, as well as the marine portion of the project vicinity downstream of the project area. The Proposed Action would include construction of new impervious surfaces which have the potential to generate pollution. Water quality, both within the project area and the marine portion of the project vicinity, could be degraded under the Proposed Action which could adversely impact the species at all life stages, particularly in eggs, larvae, and juvenile fish.
Yelloweye rockfish (Puget Sound/Georgia Basin DPS)	Species planktonic eggs and larvae, post-settlement juveniles, and adults could occur in the project area, as well as the marine portion of the project vicinity downstream of the project area. The Proposed Action would include construction of new impervious surfaces which have the potential to generate pollution. Water quality, both within the project area and the marine portion of the project vicinity, could be degraded under the Proposed Action which could adversely impact the species at all life stages, particularly in eggs, larvae, and juvenile fish.
Killer whale (Southern Resident DPS)	The Proposed Action may affect, is likely to adversely affect the Chinook Salmon, the species' primary food source, and the Chum salmon which are also a lesser food source for the species. While the species is not likely to be found within the project area, impacts to its primary food source would adversely impact the species. In addition, the Proposed Action would include in-water work and construction

Species/Critical Habitat	Determination of May Affect, Likely to Adversely Affect Reasoning
	of new impervious surfaces which have the potential to generate pollution. Water quality could be degraded under the Proposed Action which could adversely impact the species at all life stages.
Acronyms: ESU – Evolutionary Significant Unit, DPS – Distinct Population Segment	

Consultation with federal agencies is currently ongoing to confirm the determinations presented in the June 2025 BA. The Final EA will include a summary of completed consultation with respective federal agencies, and final species impact determinations.

Furthermore, state and locally protected species were reviewed by WDFW, with particular interest in the streaked horned larks and mamzama pocket gophers. As indicated by WDFW, no streaked horned larks or nests were identified within the project area. While surveys for Mazama pocket gophers have not yet been completed, they have been planned for fall 2025 and the results of these surveys will be included in the Final EA. While ground disturbance and vegetation clearing is proposed as part of the Proposed Action, due to the negative survey findings of the streaked horned larks survey, there are not anticipated to be impacts to any state-listed species or habitat under the Proposed Action. Some impacts to wetland ecosystems would occur; however, impacts are not anticipated to be significant.

4.3.2.3 Minimization and Mitigation

Ground disturbance would be minimized to the extent practicable during construction of the Project. Where possible, disturbed areas should be reseeded consistent with the Erosion and Sediment Control Plan. The Airport would follow any and all minimization and mitigation measures resulting from federal agency consultations. Minimization and mitigation measures will be incorporated in the Final EA.

BMPs for state-listed species, defined by WDFW, would be implemented during construction to ensure impacts to state-listed species are minimized to the extent practicable. Should any state-listed or potentially state-listed species be identified during construction, WDFW (Abby Sage, Wildlife Diversity Biologist Region 6 – Phone (253) 358-6535) should be contacted for further information on how to proceed.

4.3.3 Hazardous Materials, 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. In addition to hazardous waste sites, solid waste impacts must be evaluated in conjunction with airport development. This includes impacts on solid waste generation.

Materials and wastes may be considered hazardous if they are specifically listed by statute or if they are toxic, ignitable, corrosive, or reactive. If improperly handled, hazardous materials and

wastes can cause public health hazards when released to the soil, groundwater, or air. The four basic exposure pathways through which an individual can be exposed to a chemical agent include: inhalation, ingestion, bodily contact, and injection. Exposure can result from an accidental release during transportation, storage, or handling of hazardous materials. Disturbance of subsurface soil during construction can also lead to exposure of workers or the public from stockpiling, handling, or transportation of soils contaminated by hazardous materials from previous spills or leaks.

4.3.3.1 Affected Environment

According to Ecology, sixteen contaminated sites are located within a one-mile radius of the project limits (Ecology, 2023a) (Ecology, 2023b). This includes six that are on airport property, all of which are either awaiting cleanup, have cleanup underway, or have received cleanup and a status of no further action. No sites are located directly within the project area.

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

The Airport may contain the chemical 6PPD (N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine) which is a chemical found rubber tires and has shown to adversely impact juvenile coho and Chinook salmon (Lo, et al., 2023). Given the ancillary use of vehicle tires, 6PPD may be present at the airport as it may be picked up in stormwater runoff from impervious surfaces, which can then enter nearby streams and surface waters where salmon are known to occur. Prior to construction, additional identification efforts may be required, and the project would follow the Department of Ecology requirements for handling or remediation.

4.3.3.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no project work would occur, and current conditions would remain. This alternative would not result in any spread or cleanup of hazardous materials or solid waste. No additional pollution prevention measures would be implemented.

Proposed Action

While the Proposed Action would not occur within areas that have been previously contaminated and/or cleaned up, construction activities may encounter previously unknown contamination. Prior to construction coordination with the Department of Ecology would be required to identify and delineate contaminated soils. Soil handling and remediation would follow Department of Ecology requirements. The Proposed Action would result in the implementation of stormwater runoff treatment.

The likelihood of encountering known contaminated sites in the vicinity of the Proposed Action is low due to the average distance between the contaminated sites and the Proposed Action.

The Proposed Action would generate relatively small amounts of solid wastes from construction that would be disposed of at the local landfill, which has the capacity to receive the solid waste. Once completed, the Proposed Action would not generate hazardous or solid waste.

The FAA has not established formal significance thresholds for hazardous materials; however, the Proposed Action is not anticipated to produce or generate appreciably different quantity or

type of hazardous waste as described in Table 2 (Section 4.1). Therefore, it is anticipated that impacts related to hazardous materials, solid waste, and pollution prevention are not significant.

4.3.3.3 Minimization and Mitigation

Stormwater treatment is proposed south of Stage 1, Parallel Taxiway, to intercept stormwater runoff from the new impervious surfaces prior to the North Fork Union River. While stormwater treatment is not effective at fully removing pollutants from stormwater, treatment would greatly reduce pollutants. Stormwater treatment would be beneficial to local water quality as it would have the capacity to treat stormwater runoff resulting from existing conditions, in addition to increased aircraft activity.

The construction contractor would be required to develop a Hazardous Materials Control Plan to address the storage and handling of hazardous materials (including fuel and lubricants) and spill response. The plan would include BMPs to minimize the risk of leaks and spills. Solid waste would be removed and properly disposed of by the contractor. Construction contracts would include a provision that if contaminated soil or groundwater is suspected or encountered during construction activities, the construction contractor would contact Ecology and coordinate for appropriate removal.

All solid waste generated during construction would be disposed of at a permitted landfill or recyclable materials facility as applicable.

4.3.4 Historical, Architectural, Archaeological, and Cultural Resources

Historic properties are afforded special consideration under NEPA and by Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Historic properties are cultural resources that are listed in, or determined eligible for inclusion in, the NRHP. Historic properties may include buildings, structures, objects, sites, and districts more than 50 years old.

4.3.4.1 Affected Environment

The area of potential effects (APE) is the area within which effects may occur to historic properties, if any such exist, as a result of an undertaking (Project). The APE consists of the project footprint and a 20 ft buffer for ground disturbance around the development of the East Parallel Taxiway, the Northeast Hangar Development, the FBO/GA Apron, and the Commercial Service Apron; and a 500 ft buffer for visual effects resulting from the developments. The vertical extent of the APE was defined by the maximum depths of anticipated ground disturbance for the various project elements, which range from 0 to 30 ft below ground surface. The FAA and the Washington Department of Archaeology and Historic Preservation (DAHP) concurred upon the APE on August 23, 2024.

A review of the Washington Information System for Architectural and Archeological Records Data (WISAARD) showed no cultural resources within or adjacent to the APE. Several cultural resources surveys were conducted in the APE and its vicinity from 1996 – 2019. No cultural resources were identified during previous surveys. However, the cultural resources inventory conducted for the project in 2024 did identify three cultural resources that date to the historic period, archaeological site 45KP355, runway 2/20, and runway 16/34. The FAA determined archaeological site 45KP355, which is a debris scatter dating to the early 1970s, not eligible for listing in the NRHP. Additionally, the FAA determined the two built-environment resources constructed during the historic period, Runways 2/20 and 16/34, not eligible for listing in the

NRHP due to an irretrievable loss of integrity. DAHP concurred on May 2, 2025. Therefore, no historic properties have been identified within the APE.

4.3.4.2 Environmental Consequences

Effects of the alternatives on historic properties and cultural resources are considered significant if they result in substantial alterations that impact the resource's eligibility for inclusion in the NRHP. Resources that are not eligible for listing in the NRHP will not be adversely affected by the proposed alternatives.

No Action Alternative

Under the No Action Alternative, none of the proposed project components would be constructed and no ground disturbing activities would occur. Although there are no documented cultural resources in the project area, under the No Action Alternative there is no chance of disturbing an undocumented cultural resource.

Proposed Action

The APE consists of those areas within the proposed construction disturbance footprint. As no resources eligible for listing in the NRHP have been documented within the APE, the Proposed Action will not affect known historic properties. Portions of the APE are previously disturbed. Moreover, the APE does not exhibit features such as rivers, streams, lookout points, or culturally modified trees that would increase the likelihood of encountering buried archaeological resources. The APE, therefore, has low probability for unrecorded cultural resources.

Because site 45KP355, Runway 2/20, and Runway 16/34 have each been determined not eligible for listing in the NRHP, the FAA reached a finding of No Historic Properties Affected by the Proposed Action. A Findings Letter was sent to DAHP on May 1, 2025, requesting a finding of No Historic Properties Affected. DAHP responded with a concurrence letter agreeing to a finding of No Historic Properties Affected on May 2, 2025. Appendix C shows Section 106 documentation. Additionally, no comments were received from consulting parties on the finding of effect. Therefore, impacts to this resource have been determined to not be significant.

While the APE has low probability for unrecorded archaeological resources, an Inadvertent Discovery Plan (IDP) has been recommended for the project. A project-specific IDP establishes procedures for halting ground disturbing activities immediately if archaeological resources are inadvertently discovered. This will allow the FAA to determine whether the resource is eligible for listing in the NRHP and, if so, what actions can be taken to resolve any adverse effects; and for the FAA to notify DAHP and the Tribes and any other consulting parties about the resource.

4.3.4.3 Minimization and Mitigation

If cultural, archaeological, or historic resources are discovered during project construction, all work will proceed in the IDP, on file with DAHP.

4.3.5 Land Use

The FAA's primary role in regulated on-airport land use is via approval of the ALP and sponsor compliance with the FAA Airport Improvement Program (AIP) grant assurances, which include measures to maintain airport land use compatibility and to protect the aeronautical function of an airport by restricting non-aviation land uses. Under 14 CFR Part 77, the FAA has the authority to review proposed construction through its 7460-1 (Notice of Construction or

Alteration) process, which addresses compatibility on- and off-airport based on the potential to create a “hazard to air navigation.”

Washington state and local governments also have a role in land use planning. The Washington Department of Transportation (WSDOT) Aviation Division reviews comprehensive local plans, provides technical assistance to aviation conflicts, and provides land use compatibility guidelines to help local governments and jurisdictions support airports. It is recognized that an airport’s surrounding land use may extend beyond the immediate jurisdiction to include unincorporated county land areas, or nearby municipalities as codified in Revised Code of Washington (RCW) 36.70.547 and 36.70A.510 for all local jurisdictions. The city of Bremerton is the land use authority for the Airport and its immediate surroundings. Refer to Chapter 9 of the AMP located in Appendix A for more details on FAA’s, WSDOT, and local land use policies.

4.3.5.1 Affected Environment

As mentioned above, the City of Bremerton is the land use authority for the Airport and its immediate surroundings. The Airport, and the surrounding industrial land base, was formally annexed as the South Kitsap Industrial Area (SKIA) subarea. The SKIA subarea is primarily composed of industrial and manufacturing land uses compatible with airport operations. Refer to Chapter 9 of the AMP for more specific details regarding land use types and goals for the SKIA subarea, which includes the Airport.

The project area is zoned by the city of Bremerton as an industrial use, consistent with the SKIA subarea’s land use designation (Bremerton, Zoning Code & Map, 2025).

4.3.5.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current land use would not be changed and existing conditions would remain.

Proposed Action

Under the Proposed Action, within the airport property boundary approximately 110 acres of ground would be disturbed for the purposes of construction and implementation of the project. However, the project would remain consistent with the local, state, and federal intended uses and land use plans for the project area. Additionally, as discussed in depth in Chapter 9 of the AMP in Appendix A of this EA, the land use within and adjacent to the project area is consistent with local municipal planning and the ALP. Overall, the impact on land use are not significant and consistent with the long-term planning and goals of the Airport.

4.3.5.3 Minimization and Mitigation

No minimization and/or mitigation measures are proposed for land use.

4.3.6 Natural Resources and Energy Supply

4.3.6.1 Affected Environment

The Airport regularly receives deliveries of jet fuel for their onsite fueling system. As shown in Chapter 3 of the AMP, the volume of jet fuel consumed at the airport year after year has fluctuated over the last decade; however, recent years have shown an average annual increase of approximately 29 percent, due to the increase in air traffic, and based aircrafts, at the Airport.

Overall, jet fuel consumption at the airport has remained consistent with other airports of the same size in the region.

The Airport has water connections with the city of Bremerton and receives electricity from Puget Sound Energy via the existing electric grid. The Port owns and operates the on-site sewer system for the Airport. No energy or natural resources are produced within the Airport's property boundary.

4.3.6.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current natural resources and energy supply would not be changed and existing conditions would remain.

Proposed Action

Under the Proposed Action, energy consumption may temporarily increase during construction due to the use of heavy machinery and materials for construction of the Proposed Action. However, once construction is complete, the Proposed Action would not have a measurable effect on the local energy or existing natural resources. The Proposed Action would utilize existing connections to municipal water and sewer, as well as existing connections to Puget Sound Energy which provides electricity to the Airport. Energy demands are not anticipated to exceed existing or future energy supplies. There may be a minor increase in jet fuel and AvGas volume demand associated with additional based aircrafts; however, this increase would be consistent with demand of other comparable regional airports. Therefore, impacts on natural resources and energy supply are anticipated not to be significant.

4.3.6.3 Minimization and Mitigation

No minimization and/or mitigation measures are proposed for natural resources and energy supply.

4.3.7 Noise and Noise-Compatible Land Use

Guidance and requirements for the assessment of aviation noise for compliance with NEPA are detailed in FAA Order 1050.1F. Per this guidance, analysis of noise impacts are not required at small airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations or 700 annual jet operations. Current operations at the airport are less than 90,000 operations annually and not expected to exceed 90,000 operations in the foreseeable future (Table 6). Therefore, preparation of a detailed forecast is not warranted.

Table 6: Airport Operations

	ADG-I		ADG-II		
	Aircraft	**Annual GA**	**Aircraft**	**Annual GA**	**GA Totals**
Current	200	41,800	22	2,508	**44,308**
Proposed	365	76,285	85	9,690	**85,975**
Acronyms: ADG-I = propeller-driven aircraft, ADG-II = light business jet					

4.3.7.1 Affected Environment

The Puget Sound Industrial Center- Bremerton (PSIC-B) (also known as SKIA), located southwest of Bremerton, contains about 3,246 acres planned for industrial development and is recognized as an important industrial employment center. The 2025 PSIC Subarea Plan establishes clear compatibility requirements with lands surrounding the Airport to minimize conflicts between aviation operations and nearby land uses (Bremerton, Puget Sound Industrial Center Subarea Plan n, 2025). In addition to setting general limitations on development, the PSIC-B and WSDOT established the Airport Compatibility Overlay (ACO) "to safeguard the long-term viability and functionality of the Airport by discouraging incompatible land uses and requiring a thorough evaluation of potential safety impacts associated with land uses in close proximity to the airport" (Bremerton, Puget Sound Industrial Center Subarea Plan n, 2025). In practice, the PSIC-B and ACO make clear that large portions of the land directly adjacent to the airport are intended to remain industrial, commercial, or other aviation-compatible uses, creating a functional setback for residential and other noise sensitive uses. Additionally, the 2024 Bremerton Comprehensive Plan specifies that 'no residential uses (are) permitted' near the airport and zoning around the airport is designed to promote a wide range of light and heavy industrial uses complemented by compatible support retail and service activities (Bremerton, 2025). As such, there are no significant impacts on noise sensitive areas as they do not exist and are specifically excluded within proximity to the airport through the PCIS-B Subarea Plan, the ACO, and the 2024 Bremerton Comprehensive Plan.

The FAA classifies the Airport as a non-towered general aviation airport, meaning no continuous activity record is maintained. However, the 2015 Airport Master Plan provides historical and forecasted activity data. The Airport currently supports about 220 based aircraft, primarily single-engine piston planes. The proposed project would not add runways or increase the number of aircraft that can take off or land, but at full buildout would add up to 228 based aircraft. This would include 165 propeller-driven aircraft (ADG-I, with an average of 209 general aviation flights per aircraft annually) and 63 small aircraft or light business jets (ADG-II, averaging 114 annual flights per aircraft), based on 2015 Master Plan figures. At full occupancy, annual general aviation activity at the Airport is estimated at 85,975 operations. Refer to Table 8 above for current and projected airport operations.

A noise analysis was conducted for the Airport as part of the 2015 AMP. The analysis demonstrated that all 65 and higher DNL noise contours (for 2012, 2017 and 2032) are contained entirely within the Airport boundary or extend only slightly over Highway 3 right-of-way. Based on the 2015 AMP noise analysis, it is not reasonably foreseeable that increased airport use would extend noise impacts into residential or other sensitive areas.

4.3.7.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no project work would occur, and current conditions would remain. This alternative would not result in any impacts on noise sensitive areas or uses.

Proposed Action

Construction activities under the Proposed Action carried forward for analysis would result in localized, short-term noise impacts from the operation of construction equipment.

The Proposed Action would increase the capacity of airport operations, allowing for a higher volume of air traffic as well as capacity for larger aircrafts to use the Airport. As discussed in Chapter 6 of the AMP, located in Appendix A, there would be some additional noise generated by the increase in airport traffic; however, it is not expected to surpass existing levels by 1.5 dB or greater therefore, noise impacts would be within normal ranges under the FAA significance threshold. No noise sensitive uses, or noise sensitive areas, are within the 65 DNL. No incompatible land use impacts are anticipated and impacts are anticipated not to be significant.

The Proposed Action does not involve more than 90,000 annual piston-powered aircraft operations in Approach Categories A through D, or involve a new airport location, a new runway, a major runway extension, or runway strengthening. Therefore, further noise analysis is not required.

4.3.7.3 Minimization and Mitigation

A noise analysis is not required, as the proposed airport improvements are not anticipated to increase airport operations enough to exceed the operational thresholds, as stated in FAA 1050.1F. No minimization and mitigation measures are proposed or would be required.

4.3.8 Socioeconomics and Children's Environmental Health and Safety Risks[3]

The FAA requires analysis of specific social impacts (socioeconomics and children's health and environment) associated with relocations of residential/commercial properties, or other community disruptions that may be caused by any airport action.

4.3.8.1 Affected Environment

The civilian-employed population over 16 years of age was estimated at 227,461, with the unemployment rate at 4.8% for the city of Bremerton-Silverdale-Port Orchard metro-area. The 2023 median household income within the Bremerton-Silverdale-Port Orchard metro-area $99,609 (± $3,833) (USCB, 2025a). Several businesses were identified within or immediately adjacent to the project limits, including the Airport, industrial businesses, and large-scale commercial warehouses.

Data for the city of Bremerton metro-area was compared with the percentages of corresponding county and state occurrences. Table 7 provides census data information for populations below the poverty level and population demographics.

Table 7: Populations Below Poverty Level within the Project Limits

	*Total Population**	*Below Poverty Level*
Bremerton-Silverdale-Port Orchard, WA Metro-Area	270,616	22,721 / 8.4%
Kitsap County	270,616	22,721 / 8.4%
State of Washington	7,678,825	794,426 / 10.3%

* Total population for whom poverty status was determined.

[3] Since the publication of the draft EA, Executive Orders 12898, 13985, 14091, and 14096 were revoked on January 20, 2025. On January 21, 2025, President Trump issued E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 *et seq.*, as amended, in response to E.O. 14154. Consequently, it is no longer a legal requirement or the policy of the federal government to conduct environmental justice analyses. As a result, the Final EA has removed the prior discussion of, and data/analysis related to, environmental justice.

Source: American Fact Finder, U.S. Census Bureau 2019-2023 American Community Survey 5-Year Estimates

According to United States Census Bureau (USCB) data (USCB, 2025b), the percentage of people living below the poverty level was 8.4 percent in the Bremerton-Silverdale-Port Orchard metro-area. The referenced percentage is equal to the percentage for Kitsap county (8.4 percent) and below the percentage for the state of Washington (10.3 percent). Therefore, a concentration of residents below the poverty level does not exist within the project vicinity.

The census data was retrieved from the USCB 2019-2023 American Community Survey 5-Year Estimates. It is important to note that because these numbers are estimates, a margin of error is included with the provided data.

The project vicinity does not include any residential dwellings or land uses; therefore, no children are assumed to be consistently present within the project vicinity.

4.3.8.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current socioeconomic and children's environmental health and safety would not be changed, and existing conditions would remain.

Proposed Action

The Proposed Action is not anticipated to result in adverse socioeconomic impacts. The Proposed Action is not expected to result in a change of residential property values in a measurable way, as the character of the project vicinity is not expected to change. There may be temporary economic benefits and job creation through the hiring of construction workers and/or non-local construction workers utilizing local services such as lodging, food, and gas. In addition, the Proposed Action may incentivize increased tourism and usage of services in and around the Airport due to the increase in capacity and airport users.

The project is not anticipated to impact children's environmental health and safety risks as all work would be completed within the existing boundary of the Airport and would be consistent with the AMP and ALP; therefore, impacts are anticipated not to be significant.

4.3.8.3 Minimization and Mitigation

No minimization and/or mitigation measures are proposed for socioeconomic and children's environmental health and safety.

4.3.9 Visual Resources

4.3.9.1 Affected Environment

Visual or aesthetic effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. Scenic quality within the study area is the result of a combination of development and natural landscape features. The existing airport property largely consists of paved/impervious surfaces, various multi-story structures for airport operations, and an aircraft fueling station. No noteworthy views can be seen from the airport property and no residences or commercial (restaurant or office buildings) exist within the project vicinity.

4.3.9.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative current visual resources or viewsheds would not be changed and existing conditions would remain.

Proposed Action

The Proposed Action would expand the amount of impervious surface (paved areas), hangars, and lighting within the project area; however, all improvements would be consistent with the current visual character of the project area. Improvements would remain consistent with the existing viewshed in the project vicinity and would not change the visual character of the area; therefore, all impacts are anticipated to not be significant.

4.3.9.3 Minimization and Mitigation

No minimization and/or mitigation measures are proposed for visual resources.

4.3.10 Water Resources: Wetlands and Surface Water

4.3.10.1 Wetlands

Wetlands in the project area are regulated by federal (U.S. Army Corps of Engineers (USACE)), state (Ecology), and local (City of Bremerton) agencies. Impacts on wetlands, streams, and critical areas require prior authorization and coordination with appropriate regulatory agencies.

Executive Order 11990, “Protection of Wetlands,” DOT Order 5660.1A, the Rivers and Harbors Act of 1899, and the Clean Water Act, Sections 404 and 401, address activities in wetlands. Executive Order 11990 requires federal agencies to ensure that their actions minimize the destruction, loss, or degradation of wetlands. The Order also ensures the protection, preservation, and enhancement of the nation’s wetlands to the fullest extent practicable during the planning, construction, funding, and operation of transportation facilities and projects (7 CFR Part 650.26, August 6, 1982). DOT Order 5660.1A sets forth DOT policy that transportation facilities should be planned, constructed, and operated to ensure protection and enhancement of wetlands.

4.3.10.1.1 Affected Environment

A wetland and stream delineation in October and November 2023 and prepared a delineation report describing the findings. During the field investigation, 12 wetlands were identified and delineated within the project area (Figure 2). A description of these wetlands is summarized in Table 8 below.

Table 8: Wetlands within Project Area

Wetland Name	Location	Cowardin Class[1]	HGM Class[2]	Rating[3]	Size (acres)
Wetland 1	Wetland 1 is at the eastern edge of the study area, north of SW Old Clifton Road and south of Wetland 10.	PEM, PSS	Depressional	III	7.35

Wetland Name	Location	Cowardin Class[1]	HGM Class[2]	Rating[3]	Size (acres)
Wetland 2	Wetland 2 is at the intersection of Southwest Old Clifton Road and Airport Way Southwest and is southwest of Wetland 1.	PEM	Depressional	III	1.03
Wetland 3	Wetland 3 is near the center of study area between runway and Bremerton Raceway, northeast of Wetland 4	PSS	Depressional	IV	0.05
Wetland 4	Wetland 4 is near the center of the study area, southwest of Wetland 3.	PEM, PSS, PAB	Depressional	II	7.11
Wetland 5	Wetland 5 is at the southwest corner of the study area and partially extends outside the study area.	PEM, PSS, PFO	Depressional	II	10.32
Wetland 6	Wetland 6 is near the center of the southern portion of the study area, north of Wetland 7.	PEM, PSS	Depressional	II	2.15
Wetland 7	Wetland 7 is near the center of the southern portion of the study area, south of Wetland 6.	PSS	Depressional	III	0.70
Wetland 8	Wetland 8 is at the southeast corner of the study area, west of Stream 5.	PSS	Depressional	III	0.02
Wetland 9	Wetland 9 is east of Airport Way SW and northwest of Wetland 10.	PSS, PFO	Depressional	III	0.59
Wetland 10	Wetland 10 is east of Airport Way Southwest and in between Wetland 9 (to the north) and Wetland 1 (to the south).	PEM, PSS	Depressional	III	0.14
Wetland 11	Wetland 11 is in the southwest portion of the study area, southeast of the runway and inside the runway fence.	PEM, PSS	Depressional	III	0.30
Wetland 12	Wetland 12 is east of the runway and north of Stream 3.	PEM	Depressional	III	1.71

[1]Cowardin classification based on vegetation: PFO = palustrine forested, PSS = palustrine scrub-shrub, PEM = palustrine emergent (Cowardin et al., 1979). [2]Hydrogeomorphic class. [3]City of Bremerton wetland rating (BMC 20.14.320).

Wetlands were found to be typically dominated by Douglas spiraea (*Spiraea douglasii*) and willow (*Salix* sp.). Herbaceous vegetation is typically reed canarygrass (*Phalaris arundinacea*), soft rush (*Juncus effusus*), and slough sedge (*Carex obnupta*). Additional details regarding each of the identified wetlands are included in the 2024 Wetland and Stream Delineation Report included in Appendix D.

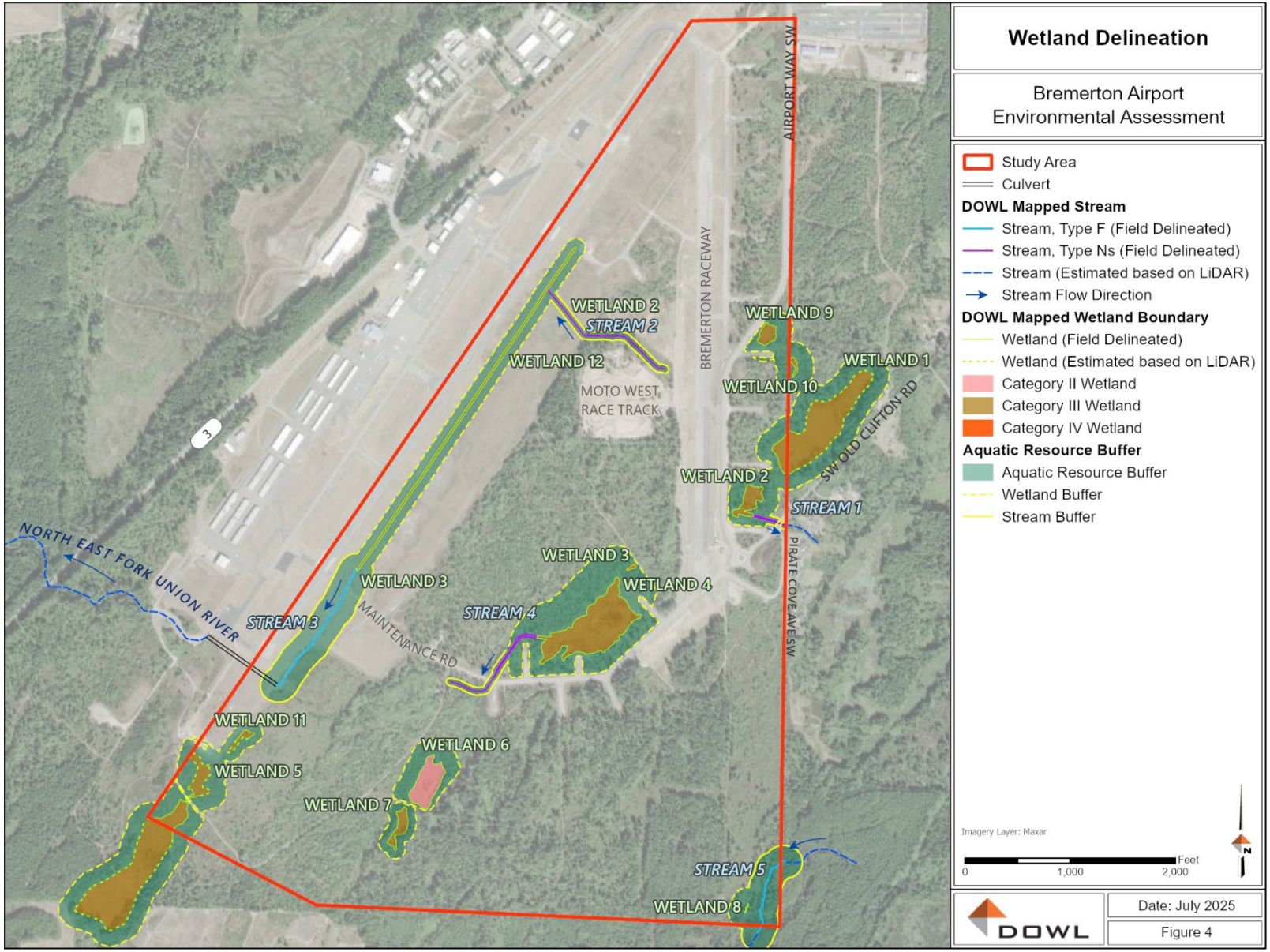

Figure 4: Wetland Delineation – Wetland Locations

4.3.10.1.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no project work would occur, and current conditions would remain. This alternative would not result in any impacts on wetlands.

Proposed Action

The Proposed Action would require ground disturbance, permanent fill, and the addition of impervious surfaces within the project area for construction of additional service aprons, taxiways, and hangar development. These activities would result in approximately 0.055 acre of permanent wetland fill impacts, and 3.17 acre of permanent aquatic buffer[4] fill impacts. Preliminary coordination with USACE was completed on July 9, 2024, at which time they indicated a Section 404 permit would be required for any fill within streams, wetlands, or ditches. As such, a Joint Aquatic Resources Permit (JARPA) is being prepared for the project as described in the minimization and mitigation section below. Based on these findings, and the implementation of the JARPA by Ecology, impacts to wetlands are anticipated not to be significant.

4.3.10.1.3 Minimization and Mitigation

The Proposed Action will follow environmental commitments, mitigation measures, and other permit stipulations outlined by Ecology in an issued JARPA. The Port will apply for a JARPA prior to construction.

4.3.10.2 Surface Waters

4.3.10.2.1 Affected Environment

According to the USACE and U.S. Coast Guard (USCG) lists of navigable waterways for the state of Washington, the closest navigable waterway to the Project is the Union River, which is approximately one-and-a-half miles west of the Airport (USACE, 2025) (USCG, 2025). No navigable waterways are located within or directly adjacent to the project vicinity.

During the October and November 2023 field investigation, the ordinary high-water mark (OHWM) of five streams within the study area were identified and delineated (Figure 2 above). A description of these wetlands is summarized in Table 9 below.

Table 9: Streams and Surface Waters within the Project Area

Stream Name	Connections	DNR Water Type[1]	Buffer Width (feet)[2]
Stream 1	NWI mapped wetland outside study area	Ns	35
Stream 2	Stream 2 connects directly to Stream 3 which outlets to the North East Fork Union River	Ns	35
Stream 3	North East Fork Union River	F[3]	150

[4] Please note that the aquatic buffer impact amount includes buffer areas for both wetlands and surface waters (i.e. streams) as these areas often overlap and could not be separated for impact calculation.

Stream Name	Connections	DNR Water Type[1]	Buffer Width (feet)[2]
Stream 4	Stream 4 is an outlet of Wetland 4 and flows through a culvert under the maintenance road and then flows for a short distance toward another maintenance road and then infiltrates into groundwater.	Ns	35
Stream 5	Coulter Creek	F	150

[1]DNR stream types. Type F = fish-bearing or fish habitat; Type N = non-fish-bearing; Type U = untyped/unknown (WAC 222-16-030) (DNR, 2025).
[2] City of Bremerton Fish and Wildlife Habitat Conservation Area buffer (BMC 20.14.730).
[3]Stream 3 is mapped by Kitsap County as being a Type F fish-bearing stream (County, 2017).

Stream 1 flows through the eastern portion of the study area between the Bremerton Raceway and SW Old Clifton Road. Stream 1 is an intermittently flowing, non-fish bearing (Type Ns) stream. Stream 1 flows east from a wetland (Wetland 2), passes through a culvert under SW Old Clifton Road empties into a rock-lined pool, then exits the study area through a 2-foot-wide culvert under Pirates Cove Avenue SW. Stream 1 outlets to a National Wetland Inventory (NWI) mapped wetland outside of the study area (USFWS 2023b).

Stream 2 originates in a ravine, north of the Moto West Racetrack, towards the center of the study area. Stream 2 is an intermittently flowing, non-fish bearing (Type Ns) stream. Stream 2 flows through a culvert under a dirt trail and runway fence. After exiting this culvert, Stream 2 travels through a straight channel and then connects via a second culvert to a wetland (Wetland 12) east of the runway.

Stream 3 is east of the runway and south of Wetland 12. Stream 3 is a fish bearing (Type F) stream. Stream 3 flows south, parallel to the runway, before turning west, entering a culvert, and emerging west of the runway. Stream 3 then leaves the airport property, crosses through a culvert under State Route 3, and outlets to the Northeast Fork Union River.

Stream 4 is south of a maintenance road at the south-central portion of the study area. Stream 4 is a non-fish bearing (Type Ns) stream. Stream 4 outlets from Wetland 4, flows through a culvert under a paved maintenance road, turns west, and ends at the edge of a gravel maintenance road before infiltrating into groundwater. Stream 4 outlets to Stream 3.

Stream 5 is in the southwest corner of the study area. Stream 5 is a fish-bearing (Type F) stream that originates outside of the study area. The National Hydrography Dataset (NHD) maps Stream 5 as originating from the same NWI-mapped wetland that is the outlet for Stream 2. It is assumed that Stream 5 does not connect to this wetland because DNR LiDAR imagery does not show a clearly defined channel connecting these areas. NHD maps Stream 5 as flowing to Coulter Creek approximately 0.3 mile outside the study area.

In addition to the five streams, the Airport property contains one pond which is part of Wetland 4 and described previously.

4.3.10.2.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no project work would occur, and current conditions would remain. This alternative would not result in any impacts on surface waters.

Proposed Action

The Proposed Action is not anticipated require any work within the Union River. Therefore, the Proposed Action would have no effect on navigable waters.

The Proposed Action would require ground disturbance, permanent fill, and the addition of impervious surfaces within the project area for construction of additional service aprons, a taxiway, and hangar development. These activities would result in approximately 0.62 acre of permanent stream impacts, and 9.94 acre[5] of permanent aquatic buffer fill impacts. Preliminary coordination with USACE was completed on July 9, 2024, at which time they indicated a Section 404 permit would be required for any fill within streams, wetlands, or ditches. As such, a JARPA is being prepared for the project as described in the minimization and mitigation section below.

The Proposed Action is not anticipated to be inconsistent with federal, state, or local laws and regulations for surface waters nor is the project anticipated to have impacts on public drinking water sources, consistent with the FAA thresholds as described in Table 2 (Section 4.1); therefore, impacts to surface waters are not anticipated to be significant.

4.3.10.2.3 Minimization and Mitigation

The Proposed Action will follow environmental commitments, mitigation measures, and other permit stipulations outlined by Ecology in any issued permits, including those outlined by the JARPA. The Port will apply for a JARPA prior to construction.

[5] *Please note that the aquatic buffer impact amount includes buffer areas for both wetlands and surface waters (i.e. streams) as these areas often overlap and could not be separated for impact calculation.*

5.0 Comments and Coordination

The intent of public involvement is to inform the public and solicit comments on the project. FAA requirements for public involvement while completing an EA are captured in FAA Order 1050.1F. Paragraph 6-2.2(b) of the Order states that the FAA or applicant must involve the public, to the extent practicable, in preparing EAs. Under FAA Order 1050.1F, public involvement is determined on a case-by-case basis, and scoping (a method for soliciting comments) is optional.

Agency involvement for EAs is discussed in paragraph 6-2.2(d) and recommends contacting appropriate entities to obtain information concerning potential environmental impacts.

5.1 Agency Scoping and Correspondence

Agency correspondence was ongoing throughout the duration of this EA and the NEPA process. Formal agency scoping was initiated on July 8, 2024, for the solicitation of comments. Scoping letters describing the project and soliciting information and comments were sent to the appropriate state and federal agencies, tribal organizations, and other entities (summarized in Table 10 below). The agency scoping comment period was open for 30 days, ending on August 7, 2024. A copy of the agency scoping letter, and all responses is in Appendix E of this EA for reference.

Table 10: Summary of Agency Scoping Coordination

Contact Title	Agency or Organization	Division (as applicable)	Response? (Yes/No)
Inspection Manager	Puget Sound Clean Air Agency	South Puget Sound	No
N.A. (General Contact)	Environmental Protection Agency	Region 10	No
Central Puget Sound Branch Chief	National Marine Fisheries Service	West Coast Regional Office	No
Biologist	U.S. Fish and Wildlife	Washington Fish and Wildlife Office	No
Director	City of Bremerton	Community Development	No
Toxics Cleanup Manager & Environmental Coordinator	Washington Department of Ecology	Northwest Regional Office	Yes
County Contact for Regulatory Issues and Projects	U.S. Army Corps of Engineers	Seattle Regulatory District	Yes

Contact Title	Agency or Organization	Division (as applicable)	Response? (Yes/No)
Branch Supervisor	National Oceanic and Atmospheric Agency	Central Puget Sound Branch	Yes
Regional Director	Washington State Department of Fish and Wildlife	Coastal Washington (Region 6)	Yes
N.A. (General Contact)	Kitsap County	Division of Community Development	Yes
Tribal Historic Preservation Officer	Suquamish Tribe	Cultural Resources	Yes
Tribal Historic Preservation Officer	Skokomish Tribe	Tribe Historic Preservation Office	No
Tribal Historic Preservation Officer	Port Gamble S'Kallam Tribe	Cultural Resources	No
Tribal Historic Preservation Officer	Jamestown S'Klallam Tribe	Tribe Historic Preservation Office	No
Tribal Historic Preservation Officer	Puyallup Tribe of Indians	Cultural Resources	No
Tribal Historic Preservation Officer	Snoqualmie Tribe of Indians	Tribe Historic Preservation Office	No
Tribal Historic Preservation Officer	Squaxin Indian Tribe	Tribe Historic Preservation Office	No
Tribal Historic Preservation Officer	Confederated Tribes of Warm Springs	Tribe Historic Preservation Office	No

5.2 Section 106 Consultation

Section 106 consultation initiation letters were sent, and concurrence was received, by DAHP on May 2, 2025.

5.3 Government to Government Coordination

Subsequently, government-to-government (i.e. tribal) coordination, which is required under FAA Order 1050.1 F and E.O. 14154, was initiated on August 4, 2025, by FAA. A 30-day period was provided to the following eight tribal governments as an opportunity to engage in the government-to-government process:

- Jamestown S'Klallam Tribe

- Puyallup Tribe of Indians
- Suquamish Tribe
- Skokomish Tribe
- Port Gamble S'Kallam Tribe
- Snoqualmie Tribe of Indians
- Squaxin Island Tribe
- Confederated Tribes of Warm Springs

As shown in Table 11 above, only the Suquamish Tribe, provided comments. The Suquamish Tribe did not identify any concerns. No other responses have been received to date. Refer to Appendix E for a copy of government-to-government coordination, and the Suquamish Tribe's official comment.

5.4 Public Input on Draft EA

This section of the EA will be completed following the public comment period and published as part of the Final EA.

6.0 List of Preparers

Table 11 below provides the list of preparers.

Table 11: Preparers of the Draft Environmental Assessment

Name	Agency	Role	Profession
Laura Sample	FAA	Reviewer	Environmental Protection Specialist
Arne Bakker	Port of Bremerton	Reviewer	Chief Operating Officer
Cole Barnes	Port of Bremerton	Reviewer	Airport Manager
Theresa Dutchuk	Consultant	Quality Control	Senior NEPA Practitioner
Aren Rosholt	Consultant	Contributing Author	Cultural Resources
Jordan Pickrell	Consultant	Contributing Author	Cultural Resources
Benn Burke	Consultant	Biological Assessment	Biologist
Hope Weaver	Consultant	NEPA Author	Environmental Specialist
Tim Jameson	Consultant	Maps and figures	Geographic Information Systems Specialist

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