Funding Application

**Competition**
- Regional FHWA

**Application Type**
- Manufacturing/Industrial Centers

**Status**
- submitted

**Submitted:**
- April 7th, 2020 8:29 AM

**Prepopulated with screening form?**
- No

### Project Information

1. **Project Title**
   - Airport Way Phase 2-2 (Construction)

2. **Regional Transportation Plan ID**
   - N/A

3. **Sponsoring Agency**
   - Port of Bremerton

4. **Cosponsors**
   - N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   - No

6. **If not, which agency will serve as your CA sponsor?**
   - WSDOT Local Programs

### Contact Information

1. **Contact name**
   - Fred Salisbury

2. **Contact phone**
   - 360 813-0817

3. **Contact email**
   - freds@portofbremerton.org

### Project Description

1. **Project Scope**
   - This project consists of the construction of Phase 2, Segment 2 (2.2) of Airport Way, formally known as the Cross SKIA Connector. Phase 1 & 2.1 (completed in 2010 & 2015 respectively) connected SR-3 to Old Clifton Road. This segment consists of 3,800 linear feet from Old Clifton Road to the south end of Bremerton National Airport with future connectivity to Lake Flora Road and the Belfair Freight Corridor. The Port of Bremerton owns the right of way to this segment.

   Airport Way 2.2 will open up approximately 340 acres for development that were not previously accessible by adding two 12-foot paved vehicle lanes with 5-foot pervious concrete bicycle lanes and 3-foot shoulders. The project also includes a separated 5-foot previous asphalt pedestrian path, grass lined storm water swales, and installation of a 7-foot high wildlife fence.

2. **Project Justification, Need, or Purpose**
The proposed project is located within the City of Bremerton in the area designated as the Puget Sound Industrial Center - Bremerton (PSIC-B), which includes approximately 3,700 acres of land around the Bremerton National Airport (owned and operated by the Port of Bremerton). It is the largest area of underdeveloped industrial land in Kitsap County as well as the most underdeveloped of all the regionally designated Manufacturing Industrial Centers (MIC).

Additionally, the City of Bremerton is one of five metropolitan cities designated in the Puget Sound Regional Council’s Regional Growth Strategy. Under Vision 2040 the City has both a “Regional Growth Center” (downtown) and a “Manufacturing/Industrial Center” (PSIC-B).

Airport Way will serve as the backbone to new transportation infrastructure within the area while providing access to air commerce (Bremerton National Airport), rail (located in the Olympic View Industrial Park), and connectivity to the regional transportation network. (AW Exhibit 1 Regional Transportation Network)

This project is the first critical infrastructure investment that is a key step in making the subarea plan vision a reality. Once all segments are complete, the 3.5-mile road will open up a total of nearly 800 acres for industrial, commercial, aviation, and mineral extraction development that cannot currently be accessed. This proposed construction segment (2.2) will open up approximately 340 of those 800 acres. The resulting jobs achieve the MIC goals for economic growth and will lead to many more families receiving health benefits, education opportunities, and a stronger community.

Project Location

1. **Project Location**
   Airpport Way and Old Clifton Road

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   Kitsap

3. **Crossroad/landmark nearest the beginning of the project**
   Airport Way & Old Clifton Road

4. **Crossroad/landmark nearest the end of the project**
   Approx. 3,800 LF South of Old Clifton Road

5. **Map and project graphics**
   PSICB_Regional_Transportation_Network_v1.pdf, PSICB_Development_Acres_v1.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   (1) Plan Name: Puget Sound Industrial Center - Bremerton (previously known as the South Kitsap Industrial Area (SKIA) Subarea Plan), adopted August 1, 2012,
   (2/3) Relevant Sections and Page Numbers:
   • City of Bremerton, Ordinance 5188, Conceptual Roadway Network, Figure A-2, page A-25
   • Section E, Capital Facilities Plan, Section E-5 Transportation, Table E-2 Roadway Project Description & Costs, page E-10.1

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

Federal Functional Classification

1. **Functional class name**
   17 Urban Collector

Support for Centers
1. **Describe the relationship of the project to the center(s) it is intended to support.**
   Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

The project is proposed in the City of Bremerton in the area designated as the Puget Sound Industrial Center- Bremerton (PSIC-B). The city is one of five metropolitan cities designated in the PSRC’s Regional Growth Strategy, and under Vision 2040 the city has both a “Regional Growth Center” (downtown) and a “Manufacturing/Industrial Center” (PSIC-B). PSIC-B is approximately 3,700 acres of land with the core of the MIC centered on the Bremerton National Airport, which is owned and operated by the Port of Bremerton. PSIC-B is the largest area of underdeveloped industrial land in Kitsap County as well as the most underdeveloped of all the regionally designated MICs.

**Criteria: Development and User Benefit**

1. **Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**

   Airport Way segment 2.2 specifically meets multiple goals from the PSIC-B Subarea Plan related to Economic Development, Transportation, Greenhouse Gases, and Capital Facilities as outlined below.

   - **Goal ED 2:** Recruit, grow and retain a wide spectrum of industrial employment opportunities in SKIA.
   - **Desired Outcome:** Make demonstrated progress toward a long-term goal of 20,000 employees.
   - **Desired Outcome:** Expanded tax base to support necessary infrastructure improvements to support continued growth.
   - **Goal T1:** Develop a complete transportation system that supports all modes of travel and potential users of the site.
   - **Desired Outcome:** A robust active transportation system that encourages walking and bicycling.
   - **Desired Outcome:** Ambitious mode split goals for commute trips are achieved.
   - **Desired Outcome:** Trucks are accommodated throughout PSIC-B to efficiently transport goods.
   - **Goal GG 2:** Coordinate transportation and land use planning to reduce greenhouse gas emissions from vehicles.
   - **Desired Outcome:** Cluster land uses to increase the viability of walking, cycling, and transit.
   - **Goal GG 4:** Develop public capital infrastructure that seeks to reduce greenhouse gas emissions.
   - **Desired Outcome:** New public infrastructure adheres to sustainable development standards, including Low Impact Development guidelines.
   - **Goal CF 1:** Capital facilities should support the location of industrial uses that will benefit the local economy. Such facilities should include transportation, utility, and other capital facilities that support the types of uses and building types desired in PSIC-B.
   - **Desired Outcome:** Businesses are attracted to PSIC-B.
   - **Goal CF 2:** Use capital improvements as an economic development measure to encourage private business investment in PSIC-B.
   - **Desired Outcome:** Infrastructure is in place to support industrial growth.

The full implementation of the PSIC-B Subarea Plan is predicated on the completion of the Connector project, and it is a key project that has been included in the Planned Action EIS that was prepared for the Subarea Plan.

Airport Way 2.2 also supports the Aerospace and Maritime cluster goals identified in Puget Sound Regional Council’s Regional Economic Strategy for the Central Puget Sound Region. In particular, it directly supports two goals of the Aerospace cluster goals and objectives, including:

- **Goal #1:** “Leverage our incumbent geographical position that possesses world-class workforce skills in aeronautical, mechanical, electrical, systems integration, and software engineering and manufacturing capabilities through active marketing and economic development initiative.”
  PSIC-B’s geographic location, situated at the Bremerton National Airport, as well as its proximity to the Bremerton's Puget Sound Naval Shipyard gives the site the prime location and opportunity to attract aeronautical businesses for both commercial and defense purposes. In addition, it is the only Manufacturing Industrial Center on the west side of Puget Sound.
- **Goal #2:** “Attract and retain commercial aerospace and defense contractors all along the product life cycle supply chain to the region by supporting initiatives which are priorities to those firms; e.g., better higher education, lower cost of living, better public infrastructure, lower tax burden, as well as culture, recreational and quality of life enhancement opportunities.”
Bremerton, with its skilled workforce and lower cost of living, is a prime location to receive a commercial or defense contract within the PSIC-B area. The PSRC Aerospace Cluster focus is also on developing Tiers 1 and 2 suppliers for Boeing and other aircraft manufacturing contracts.

2. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy.**

   The PSIC-B land to be opened up by Airport Way 2.2, includes more than 200 acres designated for aviation-related businesses. See attached Developable Area Map for reference. The construction of Phase 1 of Airport Way provided several opportunities that can be further developed and achieved during this and subsequent phases. These opportunities include the following:

1. The Kitsap Aerospace and Defense Alliance (KADA): KADA is a public-private consortium, led in partnership with the Port of Bremerton and the Kitsap Economic Development Council, convened to capitalize on opportunities for attracting and growing aerospace business in the Central Puget Sound. KADA is working to take advantage of the significant expansion of the aerospace industry, both commercial and defense, to boost the Central Puget Sound regional economy over the next decade. To accomplish this, KADA provides proactive multifaceted marketing, land development, workforce development, and public investment throughout Kitsap County with particular focus on the PSIC-B and the Bremerton National Airport. The PSIC-B Subarea Plan supports these efforts and is in line to assist with the development of the aerospace industry in the Subarea.

2. Marine/Boat Showroom and Repair Facility: As a result of the completion of the first phase of Airport Way in 2010, a PSIC-B property owner was able to construct a 10,000-square-foot marine/boat showroom and repair facility. The owner has now completed two additional 12,000-square-foot boat manufacturing buildings and has submitted site plans for development of an industrial/business park. This marine business has created approximately 26 marine/boat building jobs and has the potential of sustaining 100 jobs in the future build-out. This full build-out scenario is dependent on the completion of Airport Way to provide site access as well as access to the regional transportation network.

3. Amazon recently began construction of a 117,000-square-foot distribution center adjacent the Bremerton National Airport. This facility, which will be operational before the end of 2020, will have a work force of over 200 employees and an operational distribution fleet of over 800 vehicles. The completed Airport Way project, which will allow access to State Route 3 and future connectivity to the Belfair Freight Corridor, were critical siting considerations during the site selection process.

4. Aerospace Research and Development: The Port is working with an international aerospace research and development firm that is currently prototype testing a space vehicle propulsion system. This company has leased land and constructed an engine test facility on Bremerton National Airport and hopes to expand manufacturing and assembly of the engine. Three local/regional corporations base their aircraft at Bremerton National Airport, and three additional corporations have committed to building corporate hangars in 2020. In 2018 the airport completed an Airport Layout Plan update with the FAA which addressed airport expansion along the east side of the airport now that access has become available through the extension of Airport Way. Bremerton National provides an essential transportation link to key military installations/activities on the Peninsula in emergency or natural disaster situations, and airport expansion provides the growth potential for future military and related industry locating within PSIC-B. The FAA firmly supports Bremerton National Airport as the economic engine for PSIC-B and the entire peninsula region investing over eight million dollars in infrastructure improvements (runway rehabilitation in 2009 and taxiway rehabilitation in 2014 and the conversion of runway and taxiway lighting systems to LED (2020) as well as the construction of a regional FAA NextGen air traffic control facility (ADS-B) on the airport. These FAA investments in airport specific infrastructure continues to entice businesses to locate here.

5. The Olympic View Business and Industrial Parks, within the PSIC-B limits, host 60 industrial-based tenants and acts as an important economic driver for the Kitsap community. In particular, the tenant business activity generated here brings nearly 2,500 on-site jobs and more than 5,600 off-site or secondary jobs to the community's workforce. In 2020 the Port will complete construction of a new 17,433 sf warehouse and another 5,300 SF buildings for future tenants. The Business and Industrials Parks are quickly filling up expediting the need for more developable land including larger parcels for bigger users.

3. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

   Commuters and residents will have access to two 12-foot paved vehicle lanes that will provide additional corridor for freight vehicles and cars to ease congestion on Route 3 (SR-3). SR-3 is currently operating at a Level of Service (LOS) D with projections to operate at a LOS E within 20 years if Airport Way and WSDOT’s current Belfair Freight Corridor projects are not completed.
Adding an additional corridor to SR-3 also provides an essential alternative route for emergency responders to access potential incidents in the area, especially at high congestion times.

This project also provides 5-foot pervious concrete bicycle lanes and a separated 5-foot pervious asphalt pedestrian path, allowing for new transportation options not currently available in the area such as walking and biking.

The completed project will provide access and connectivity between the air commerce (Bremerton National Airport), rail (located in the Olympic View Industrial Park), and the regional transportation network. This is a benefit to emergency responders, commuters, residents, and commercial users.

4. **Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**

The continued development of Airport Way will provide increased access to transit, walking and biking options not currently available in the area, and job creation. In addition, the corridor promotes Commute Trip Reduction by providing direct access to underserved areas.

**Criteria: Mobility and Accessibility Benefit**

1. **Describe how the project provides and/or enhances opportunities for freight movement.**

The overall project, when complete, will provide an essential freight corridor, linking the development within PSIC-B to SR-3, SR-16, and the greater regional transportation network.

The primary connections illustrated on the included Regional Transportation figure include: SR-3 – SR-3 runs to the north and west of the undeveloped area of PSIC-B, providing a direct route to Tacoma to the east and Shelton to the west. SR-3 is currently the only access to PSIC-B and is designated by WSDOT as a high accident corridor. In addition to safety concerns, the roadway is highly congested (currently operating at a LOS D) with approximately 17,000 vehicles daily traveling the two-lane segment through the PSIC-B Subarea.

This project will provide an additional link, ease congestion and accidents on SR-3, as well as enhance and promote freight movement and capacity in the region.

2. **Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the regional transportation system.**

The existing transportation system through the PSIC-B Subarea is comprised of one state route and a series of county facilities, including one minor arterial and numerous local access roads. There are no existing roads into the eastern portions of PSIC-B to access the developable land or provide internal circulation.

The completion of this project will provide freight trucks with alternate access from PSIC-B to the regional transportation network through Old Clifton Road, Lake Flora Road, and SR-3. This alternate route to the regional highways will reduce the number of vehicles traveling SR-3, which will help relieve congestion and improve air quality by reducing idling vehicles. In addition, the use of roundabouts instead of traffic lights at the Connector connection points to Lake Flora and Old Clifton will further reduce fuel emissions by limiting idling vehicles and provide increased safety to vehicles, pedestrians, and bikers.

3. **Describe how the project addresses safety and security.**

Emergency Response: Adding an additional corridor to SR-3 also provides an essential alternative route for emergency responders to access potential incidents in the area, especially at high congestion times.

Non-Motorized Facilities – The addition of bike paths and separated pedestrian paths provide safe access to non-motorized modes of transportation not currently available in the area. Currently bikers must ride on a small shoulder on SR-3 which is 55 MPH.

Roundabout Intersections – These intersections provide increased safety to vehicles, pedestrians, and bikers versus traditional signalized intersections.

Security Fencing – Fencing required by the FAA is being proposed to protect both airport functions as well as people from potentially accessing a dangerous area.

4. **Describe how the project improves access for one or more modes to major employment sites.**

The completion of the overall project will provide alternate routing and connectivity to other regional freight corridors. These connections will relieve congestion along SR-3, reduce accidents at critical intersections along SR-3 and Lake Flora Road, and significantly improve access to 590 acres at Bremerton National Airport and nearly 800 acres of PSIC-B lands. See
the included developable areas map for reference. This connection will allow expansion of air commerce, potentially reducing air traffic congestion over the east side of Puget Sound. In addition, the completed project will link PSIC-B to rail access currently available in the Olympic View Industrial Park, which is served by the Puget Sound & Pacific Railroad. This critical railroad connection links Kitsap County with the Port of Grays Harbor Terminal 4 (deep-water Port) and national rail connectivity via Centralia.

5. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   This project includes a pedestrian trail along its length to encourage active transportation within the development and to transit stops. Ultimate build-out of the project will link underserved areas of PSIC-B with Kitsap Bike Routes 20 (Lake Flora Road), 43 (JM Dickerson Road), and 25 (Glenwood Road). In addition, the corridor has the potential for expanded transit opportunities, including park and ride lots and increased non-motorized access.

   Future PSIC-B road network south of Lake Flora Road has potential expansion of non-motorized access to Belfair.

6. **Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.**

   The proposed project promotes Commute Trip Reduction (CTR) by providing direct access to undeserved areas within PSIC-B. The corridor will eliminate freight trips through existing circuitous routes and reduce emissions by reducing trip miles. In addition, the use of roundabouts instead of traffic lights at the connection points to Lake Flora and Old Clifton will further reduce fuel emissions by limiting idling vehicles.

   The completion of the overall project will provide freight trucks with alternate access from PSICB to the regional transportation network through Old Clifton Road, Lake Flora Road, and SR-3. This alternate route to the regional highways will reduce the number of vehicles traveling SR-3, which will help relieve congestion and improve air quality by reducing idling vehicles.

   The average annual increase in vehicle trips through this area is 2 percent per year. Vehicle trips along SR-3 are expected to continue to rise at this pace, which will cause increased congestion along the roadway and lead to increased vehicle emissions without the completion of this project.

7. **Public health improvement description**

   N/A

8. **Public health improvement description**

   N/A

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

   Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

   Similar to the previously constructed phases of Airport Way, this phase uses the same cross-section for the roadway and incorporates Low Impact Development (LID) features. Please see the included graphics showing this corridor. The roadway includes two 12-foot paved vehicle lanes, 5-foot pervious concrete bicycle lanes and a separated 5-foot pervious asphalt pedestrian trail, illumination, grass-lined stormwater swales, and installation of a 7-foot-high wildlife fence (which protects the Bremerton National Airport). The project also includes LID elements to help stormwater infiltrate closer to where it falls and supports safe, alternative modes of transportation, including bicycles and pedestrian walkways.

2. **What is the length of the proposed facility?**

   3,800 Feet

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**

   Airport Way 2.2 will have a pedestrian trail along its length to encourage non-motorized circulation within the development and to transit stops. These facilities will connect to previously completed portions of Airport Way and the ultimate build-out of the connector will link under-served areas of PSIC-B with Kitsap Bike Routes 20 (Lake Flora Road), 43 (JM Dickerson Road), and 25 (Glenwood Road). The future PSIC-B road network south of Lake Flora Road has potential expansion of non-motorized access to Belfair.
4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.  
   No project specific data is available

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles.  
   Exact data has not been prepared for Airport Way but many residents have noticed and commented how the previously constructed phases of Airport Way have increased bike and pedestrian use since the adjacent infrastructure system does not provide any current facilities. This is expected to exponentially increase as Airport Way builds out.

6. What is the average bicycle trip length?  
   3 miles when expected project is complete.

7. What is the average pedestrian trip length?  
   3 miles when expected project is complete.

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)  
   PSRC to utilize regional default data.

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?  
   STP

2. Has this project received PSRC funds previously?  
   Yes

3. If yes, please provide the project's PSRC TIP ID  
   POB-2B

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Total Request: $2,942,656.00

Total Estimated Project Cost and Schedule

PE

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Expected year of completion for this phase: 2022

Construction

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Expected year of completion for this phase: 2023

Summary

1. Estimated project completion date  
   12/2023

2. Total project cost  
   $3,699,915.00
1. **Documents**
   2019_Airport_Capital_Budget.pdf, POB_Resolution_2020-03.pdf

2. **Please enter your description of your financial documentation in the text box below.**

   Funding for the design and environmental documents for Phase 2-2 was programmed and approved into the 2019 Airport Capital Budget (attached). This work was completed to the 90% level by December 2019. Finalizing the design, permits, and environmental will be programmed into the 2022 Airport Capital Budget which will be approved by the Port Commission in November 2021. Resolution 2020-03 (attached)transmits the reasonable assurance that matching funds for the requested construction grant ($459,259) will be available and programmed into the 2023 Airport capital budget. This capital budget will be approved in November 2022.

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### Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**  
   No

2. **What is the actual or estimated start date for preliminary engineering/design?**  
   1/2019

3. **Is preliminary engineering complete?**  
   Yes

4. **What was the date of completion (month and year)?**  
   12/2022

5. **Have preliminary plans been submitted to WSDOT for approval?**  
   No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
   Engineering and environmental work was completed to a 90% level in 2019. We have programmed completion of the engineering and NEPA by the end of 2022 in order to have the project ready to bid in early 2023 with construction starting later in the Spring or early Summer 2023.

   **When are preliminary plans expected to be complete?**  
   December 2022

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### Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
   Categorical Exclusion (CE)

2. **Has the NEPA documentation been approved?**  
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
   30 Dec 2022

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### Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
   No

2. **What is the actual or estimated start date for right of way?**  
   N/A

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
   N/A

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
   N/A
5. What is the zoning in the project area?  
N/A

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.  
N/A

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?  
N/A

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?  
N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.  
N/A

Project Readiness: Construction

1. Are funds being requested for construction?  
Yes

2. Do you have an engineer’s estimate?  
Yes

3. Engineers estimate document  
Phase_2-2_Eng_Estimate.pdf

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.  
SEPA and NEPA are expected to be completed and approved by December 2022.

5. Are Plans, Specifications & Estimates (PS&E) approved?  
No

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).  
October 2022

7. When is the project scheduled to go to ad (month and year)?  
April 2023

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.  
In addition to the information shared earlier in the application, we would like to share a bit about the project history and the support it has received.

In 2008, following the annexation of the majority of the PSIC-B subarea, the City of Bremerton began planning for PSIC-B with an amendment to the Comprehensive Plan to add the PSIC-B Manufacturing/Industrial Center as a new type of center. In 2010, the City successfully obtained a Climate Showcase Communities Grant from the U.S. Environmental Protection Agency to complete the Subarea Plan and Planned Action Environmental Impact Statement. Key project objectives include economic development and job creation, protection of natural systems, reduction in greenhouse gas emissions and more sustainable development patterns and buildings; and development of innovative and sustainable infrastructure.

Airport Way, with its innovative Low Impact Development (LID) features is an essential infrastructure investment for the viability of PSIC-B’s vision for long-term economic growth.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.  
The Connector is the first major arterial within PSIC-B as well as within Kitsap County to fully incorporate Low Impact Development features, significantly reducing harmful stormwater runoff by facilitating infiltration via pervious concrete bicycle lanes, a separated pervious asphalt pedestrian trail, and grass-lined swales. These features will significantly improve and minimize runoff impacts to critical downstream habitat. Stormwater will be collected and treated in a manner that replicates pre-developed conditions by collecting stormwater through pervious concrete shoulders and infiltrating it along the entire length of the road. This technique assists the recharge of aquifers and helps prevent downstream flooding and
This technique assists the recharge of aquifers and helps prevent downstream flooding and pollution of Puget Sound. Low Impact Development featured will be carried through the entire PSIC-B subarea as it grows.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

The Port of Bremerton has for several decades operated under a lean budget and applied a pragmatic approach to capital projects. The decision to build Airport Way was based on a formal planning process which is documented in the PSIC-B Subarea Plan. The Port adheres to the principles of Practical Solutions, by identifying the need and then determining the most cost-effective way to meet the need. The phased implementation of this project demonstrates this approach, with additional infrastructure investments being made when there is a demonstrated need for additional land to be accessed.

4. **Final documents**

   N/A
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<th>Airport Project</th>
<th>2018 Project Budget</th>
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<td>Airport Improvements to Playground Area</td>
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<td>Airport South Apron Design and Construction</td>
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<td>Airport Replace Waterline to Terminal Building</td>
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<td>Airport Hangar Restroom Facility</td>
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<td>Airport Sewer Upgrades</td>
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<td>Airport Misc. Airport Building Upgrades</td>
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<td>Airport Aprons North &amp; South Ramps Rehab/Reconfigure</td>
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<td>215,000</td>
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<td>Airport Rehab Taxiways in Hangar area</td>
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<td>Airport Replace Boilers (2 Ea) Avian Hangar</td>
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<td>Airport Convert Ramp Lighting to LED</td>
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<td>SPEC SECTION</td>
<td>DESCRIPTION</td>
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<td>TOTAL PRICE</td>
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<td>Temporary Traffic Control</td>
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<td>Roadsides Cleanup</td>
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<td>2-02 sp</td>
<td>Removal of Structures and Obstructions</td>
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<td>9</td>
<td>Cubic Yard</td>
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<td>Unsuitable Foundation Excavation Incl. Haul</td>
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<td>10</td>
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<td>11</td>
<td>Cubic Yard</td>
<td>6650</td>
<td>2-03 sp</td>
<td>Embankment Compaction</td>
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<td>14</td>
<td>Ton</td>
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<td>Crushed Surfacing Top Course</td>
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<td>18</td>
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<td>Permeable Cement Conc. Pavement</td>
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<td>20</td>
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<td>Ductile Iron Culvert 12&quot; Diam</td>
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<td>Corrugated Polyethylene Storm Sewer Pipe 8 in Diam</td>
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<td>24</td>
<td>Each</td>
<td>3</td>
<td>7-04 sp</td>
<td>Dispersion Trench</td>
<td>$4,500</td>
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<td>25</td>
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<td>7-05</td>
<td>Catch Basin Type I</td>
<td>$1,500</td>
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<td>26</td>
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<td>27</td>
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<td>Silt Fence</td>
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<td>28</td>
<td>Acre</td>
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<td>Seeding, Fertilizing and Mulching</td>
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<td>29</td>
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<td>Topsoil Type A</td>
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<td>30</td>
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<td>31</td>
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<td>Flush Mount Cement Conc. Curb</td>
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<td>32</td>
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<td>7' Chain Link Fence w/3 Strand Barred Wire</td>
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<td>33</td>
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<td>8-12</td>
<td>Double 20' Chain Link Gate</td>
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<td>34</td>
<td>Each</td>
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<td>8-12 sp</td>
<td>Installation of Salvaged Double 20' Chain Link Gate</td>
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<td>Hand Placed RipRap</td>
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<td>Illumination System Complete</td>
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<td>37</td>
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<td>Conduit Pipe 6 In. Diam.</td>
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<td>38</td>
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<td>Permanent Signing</td>
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<td><strong>Total Hard Costs</strong></td>
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**Total Soft Costs** = $354,075.00

**TOTAL PROJECT COST (March 2020 dollars)** = $3,079,656

Escalation for 2023 dollars (10.5%) = $323,259

**TOTAL PROJECT COST (March 2023 dollars)** = $3,401,915
Bremerton
Gorst
Belfair
North Connection
South Connection

Project Location

AIRPORT WAY (FORMERLY CROSS-SKIA) PHASE 2-2
REGIONAL TRANSPORTATION
PHASE 1
completed 2010

PHASE 2.1
completed 2015

PHASE 2.2
Planned 2023

PHASE 2.3
Planned 2025

PHASE 3
Planned 2027

PHASE 1 - Airport Way / Bree Road Roundabout

PHASE 2.1 - Airport Way / Old Clifton Road Roundabout

SR 3 Frontage (Under Construction)

Amazon Site (Under Construction)

SkyPark Development

Port Building (Under Construction)

Port of Bremerton
150 Ac.

McCormick Land Company
270 Ac.

Overton & Associates
35 Ac.

Alpine Evergreen
75 Ac.

ALPINE EVERGREEN
75 Ac.

PORT BUILDING (UNDER CONSTRUCTION)

Overton & Associates
150 Ac.

Alpine Evergreen
75 Ac.

AIRPORT WAY (FORMERLY CROSS-SKIA) PHASE 2-2
DEVELOPABLE AREAS

PORT OF BREMERTON
WASHINGTON
A RESOLUTION of the Board of Commissioners, Port of Bremerton, supporting Puget Sound Regional Council (PSRC) Regional and Kitsap Countywide Competitions for Federal Highway (FHWA) Transportation Funding for the Airport Way Phase 2-2 construction project and providing assurance of available local match funds.

WHEREAS, PSRC has established a competition to award transportation funding from the Federal Highway Administration (FHWA); and

WHEREAS, the Port of Bremerton has submitted a project for construction of Phase 2, Segment 2 of Airport Way; and

WHEREAS, the total cost of the project is estimated at $3,401,915 of which the Port’s share is $459,259.

NOW, THEREFORE BE IT RESOLVED that the Board of Commissioners, Port of Bremerton, support the PSRC Regional and Kitsap Countywide funding application for Federal Transportation Funding for the Airport Way Phase 2-2 construction project and assure the availability of the Port’s matching funds.

ADOPTED by the Board of Commissioners of the Port of Bremerton at the regular public meeting thereof held this 24th day of March 2020 and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission.

ATTEST:

Commission Secretary

Commission President

Commission Vice President