

General Project Information: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Applicant

Organization Name

Port of Tillamook Bay

Contact Person *

Michele Bradley

Address

4000 Blimp Blvd, Suite 100

Contact Person Title *

General Manager

City

Tillamook

State

Oregon

Zip Code

97141

Phone Number

(503) 354-8043

Email

mbradley@potb.org

Project Name and Location

Project Name *

Airport Business Park Expansion, Phase I

Project Location *

Tillamook Airport, 5005 Highway 101 S., Tillamook, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

2S9 5300

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Tillamook Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Planning

Select the category of project for which you are requesting funding: *

Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan

Project Start Date:

2/1/2021

Project End Date:

6/30/2022

General Project Information: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Project Summary *

Provide a brief summary of the project in the space provided below:

Project Summary - There are three parts to this expansion: extension of a current building, moving of utilities, and construction of four box hangars. Phase I encompasses permitting and pre-design of 5 acres at the Port of Tillamook Bay's Airport Business Park. The current/anchor tenant is Near Space Corporation (NSC). NSC has a need to expand their current manufacturing area (which also doubles as a shelter in disasters and is seismically up to date).

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

TMK needs box hangars, and NSC needs to grow. As the current tenant, NSC is one of Oregon's FAA UAS test sites. They need to extend their current manufacturing area, as well as have access for clients to lease box hangars in their vicinity. These would be all be Port owned buildings. Of the four proposed hangars, two businesses have shown interest for long term leases. In the cost breakdown, you will see three projects - expansion of current building, utility buildout/moving, and box hangars. The utilities will need to be addressed prior to both construction project advancement. We are asking for funding for the permitting and environmental process, as well as pre-engineering and design.

NOTE: We have already completed the site feasibility study (grant from OBDD). This is for the next step in the process, which we estimate to conservatively be 9 months from start of engagement with community development officials.

TMK has been increasingly approached with the need of private hangar development, and both overnight and long-term rentals of box hangars.

The Port of Tillamook Bay has entered into an MOA with FEMA as a Federal Staging Area for response and resilience for the State of Oregon and the North Coast region. This will also need to be taken into consideration. These box hangars could be utilized during disasters, are located within the airport security fence, and also provide revenue to TMK to make it more sustainable. ODA staff has toured NSC facilities to see what opportunities during disaster could be staged at the site.

Our existing T-hangars are aging. Our ALP shows future growth to be near the fuel farm and new FBO. We also have no box hangars; our existing hangars are all T-hangars. To be economically viable, we need to have both on site.

Clearly define the proposed project in each of the following areas:

• **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan?** * ✓ Yes No

TMK has no box hangars to lease (we do have three privately built hangars outside the airport zone). There is an increasing need/interest in both privately built and TMK development of box hangars and new T-hangars near the new FBO and self-service Fuel Farm. This project will also increase capacity for Emergency Response for storage areas, both for a local disaster or a federally declared disaster, as well as emergency shelter options.

In addition, the project will increase apron parking for aircraft which is identified as a current deficiency in the OAP, Table 5-28. TMK is also identified in the Oregon Resilience Plan as a T2 airport due to our location, which includes critical and essential buildings for emergency response.

• **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?** * ✓ Yes No

Yes, the project will install new aircraft aprons that will meet current FAA standards.

General Project Information: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Final Hangar Construction Phase of the project will get TMK into the 2020 growth projections from the ALP. We currently have no larger hangars for jets or helicopters, which puts us out of compliance with projections. This coincides with 2020 projections in ALP, and the OAP's desired criteria - hangared aircraft.

• **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Yes, see above. TMK is currently at 10% of the statewide objective in aircraft parking (OAP, page 5-100). Currently we are expanding the main apron (not complete), which will get us closer to the OAP objective. This project will bring additional apron space.

• **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

Yes, after hangars are built, it would assist with revenue and additional growth capacity for the airport, which has recently been transformed with paved runway, FBO, and the FAA-designated UAS Test Site, etc. Water and sewer utilities were extended to the airport, at our expense, and this additional utility infrastructure will enhance growth Airport Business Park, which has been an OBDD Certified Site. Tillamook is primed and ready for future growth and economic development, especially at the airport. State Certified Sites are within the airport boundaries and ready for development, having been built out when the building for Near Space Corp., 32,000 SF, was built and occupied in 2013. Roadway, water, sewer, dark fiber, and drainage have all been added.

• **Does the project have local support? *** ✓ Yes No

See attached letters from Near Space Corporation and Tillamook County Economic Development Council for the project.

It has been discussed at multiple POTB Board meetings (public) and is in our Strategic Business Plan that was a public process.

Project Documentation: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 9/1/2012

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Environmental impact statement (EIS)
review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the **"SAVE"** button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
NPDES 1200-C Permit			Required
7460 to FAA			
Wetlands Report			
Archaeologic Report			
EIS			
SHPO Determination			

Statewide Impact: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

Additional hangars will allow jets and larger aircraft to land and be hangared more frequently at TMK , and also create a synergy with the Port's Industrial Park, which has warehousing and manufacturing. We currently have tenants who fly in to provide services (medical, consulting, delivery) within the county and must use the airport. This project will further accommodate growth at the Tillamook Airport, Port of Tillamook Bay, and Tillamook County. It will also add capacity to the Port, County, and State efforts for staged/planned response to emergencies. Some larger businesses in Tillamook County consistently fly in consultants and employees from other areas, which impacts the labor force, allowing a more diverse employee base.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

Yes, it allows for more business aviation to occur and trips to Tillamook to provide services , as well as hangar rental revenue to TMK. The adjacent UAS Test Range is an attractant to the area , which already has State support with over \$1M in grant funding just to the Tillamook Range. Additional hangars will entice more businesses to locate at the airport, especially within the UAS cluster, and will help support the State in assisting in the growing UAS industry. Of the four proposed hangars, we have interest from two UAS companies to be long-term tenants and create a cluster at TMK.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

Yes: additional hangars = additional opportunities. Also, the proposed work, once constructed, will allow continued operations for business connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

Is the proposed project ready for construction or implementation? * Yes No

No, this planning work needs to be completed prior to final design and construction.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

Yes, if implemented, the hangars will have a building life span that will have a high return on investment to the Tillamook Airport , increasing self-sustainability. This project will also enhance a state goal of continued UAS industry growth.

Budget: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$1,580,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$175,556.00	10 %
Total Project Cost	\$1,755,556.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Sponsor Funds	\$19,700.00	9/30/2021
Total Match Funds:	\$19,700.00	12 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	88 %
----------------------------	--------------	------

Project Budget Summary

Total applicant matching funds:	\$19,700.00	12 %
Funding request to ODA:	\$150,000.00	88 %
Total Project Cost:	\$169,700.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Budget: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Please describe those pre-agreement expenditures.

Minor costs related to project formulation have occurred. Initial feasibility work with engineers estimate for costing has been incurred. With this grant, if awarded, we will be able to move into engineering phase. Depending on when the grant, if awarded, is executed, we may have expended project funds, but we can shift the remainder to the pre-engineering phase of the project.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Airport Business Park Expansion, Phase I

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

File Repository

Site Plan	14504_1101013-2021-08.19ST2.01ProposedSitePlan.pdf Person:Michele Bradley Date:9/24/2021
Letter of Support - Near Space Corp.	14504_1101013-NSCLetterofSupportCOARSept21.pdf Person:Michele Bradley Date:9/24/2021
Quote for Additional Consulting Services	14504_1101013-2021-09.03TillamookABPDII-AdditionalServices221038.01.pdf Person:Michele Bradley Date:9/24/2021
Letter of Support - Tillamook Economic Development Council	14504_1101013-EDCLetterofSupportforPOTB9-22-21.doc Person:Michele Bradley Date:9/24/2021
Construction Estimate, Timeline, Maps	14504_1101013-ExerptsfromABPFfeasibilityStudy-CostEstimate.timeline.maps.pdf Person:Michele Bradley Date:9/24/2021
Full Feasibility Study (OBDD Funded - August 2021)	14504_1101013-LivermoreSitePlanningandAnalysis-August2021.pdf Person:Michele Bradley Date:9/24/2021

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Planning	7
Project Category	Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan	7
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$19,700.00 / 12 %	1
Funding Request to ODA:	\$150,000.00 / 88 %	
Total Project Cost	\$169,700.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

Additional hangars will allow jets and larger aircraft to land and be hangared more frequently at TMK, and also create a synergy with the Port's Industrial Park, which has warehousing and manufacturing. We currently have tenants who fly in to provide services (medical, consulting, delivery) within the county and must use the airport. This project will further accommodate growth at the Tillamook Airport, Port of Tillamook Bay, and Tillamook County. It will also add capacity to the Port, County, and State efforts for staged/planned response to emergencies. Some larger businesses in Tillamook County consistently fly in consultants and employees from other areas, which impacts the labor force, allowing a more diverse employee base.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

Yes, it allows for more business aviation to occur and trips to Tillamook to provide services, as well as hangar rental revenue to TMK. The adjacent UAS Test Range is an attractant to the area, which already has State support with over \$1M in grant funding just to the Tillamook Range. Additional hangars will entice more businesses to locate at the airport, especially within the UAS cluster, and will help support the State in assisting in the growing UAS industry. Of the four proposed hangars, we have interest from two UAS companies to be long-term tenants and create a cluster at TMK.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

Yes: additional hangars = additional opportunities. Also, the proposed work, once constructed, will allow continued operations for business connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

No, this planning work needs to be completed prior to final design and construction.

Internal Review Sheet

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

Yes, if implemented, the hangars will have a building life span that will have a high return on investment to the Tillamook Airport, increasing self-sustainability. This project will also enhance a state goal of continued UAS industry growth.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

TMK has no box hangars to lease (we do have three privately built hangars outside the airport zone). There is an increasing need/interest in both privately built and TMK development of box hangars and new T-hangars near the new FBO and self-service Fuel Farm. This project will also increase capacity for Emergency Response for storage areas, both for a local disaster or a federally declared disaster, as well as emergency shelter options.

In addition, the project will increase apron parking for aircraft which is identified as a current deficiency in the OAP, Table 5-28. TMK is also identified in the Oregon Resilience Plan as a T2 airport due to our location, which includes critical and essential buildings for emergency response.

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
1	5

Yes, the project will install new aircraft aprons that will meet current FAA standards.

Final Hangar Construction Phase of the project will get TMK into the 2020 growth projections from the ALP. We currently have no larger hangars for jets or helicopters, which puts us out of compliance with projections. This coincides with 2020 projections in ALP, and the OAP's desired criteria - hangared aircraft.

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

Yes, see above. TMK is currently at 10% of the statewide objective in aircraft parking (OAP, page 5-100). Currently we are expanding the main apron (not complete), which will get us closer to the OAP objective. This project will bring additional apron space.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

Internal Review Sheet

Port of Tillamook Bay
COAR Application 2022

Application Year: 2022
COAR-2022-TMK-00055

Yes, after hangars are built, it would assist with revenue and additional growth capacity for the airport, which has recently been transformed with paved runway, FBO, and the FAA-designated UAS Test Site, etc. Water and sewer utilities were extended to the airport, at our expense, and this additional utility infrastructure will enhance growth Airport Business Park, which has been an OBDD Certified Site. Tillamook is primed and ready for future growth and economic development, especially at the airport. State Certified Sites are within the airport boundaries and ready for development, having been built out when the building for Near Space Corp., 32,000 SF, was built and occupied in 2013. Roadway, water, sewer, dark fiber, and drainage have all been added.

Does the project have local support?

Staff Entry	Review Score
1	5

See attached letters from Near Space Corporation and Tillamook County Economic Development Council for the project.

It has been discussed at multiple POTB Board meetings (public) and is in our Strategic Business Plan that was a public process.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
165		165		