

**ON-CALL ARCHITECTURAL, ENGINEERING, ENVIRONMENTAL**  
**AND OTHER RELATED PROFESSIONAL SERVICES**  
**FOR THE RICHLAND AND PROSSER AIRPORTS**

**General Information Form**

**This form must be signed by a person authorized to make SOQ's and enter into contract negotiations on behalf of your agency. To be considered for this project, the submittals must be completed in accordance with this RFQ and this cover sheet must be attached as the first page.**

 _____ Authorized Official (Signature)	February 6, 2026 _____ Date
Matt Rogers, PE _____ Print Name of Authorized Official	Vice President _____ Title of Authorized Official
Century West Engineering Corporation _____ Company Name	Bryan Condon, PE _____ Contact Person
208 W 9th Avenue, Suite 3 _____ Address	Ellensburg, WA 98926 _____ City, State, Zip
765.532.8320 _____ Phone Number	n/a _____ Fax Number
BCondon@centurywest.com _____ E-Mail Address	93-0584951 _____ Federal Tax ID #

NOTE: It is the sole responsibility of the Consultant to learn of Addenda, if any. Such information may be obtained from the Port of Benton website at the following link: [Business With Us - Port of Benton](#)

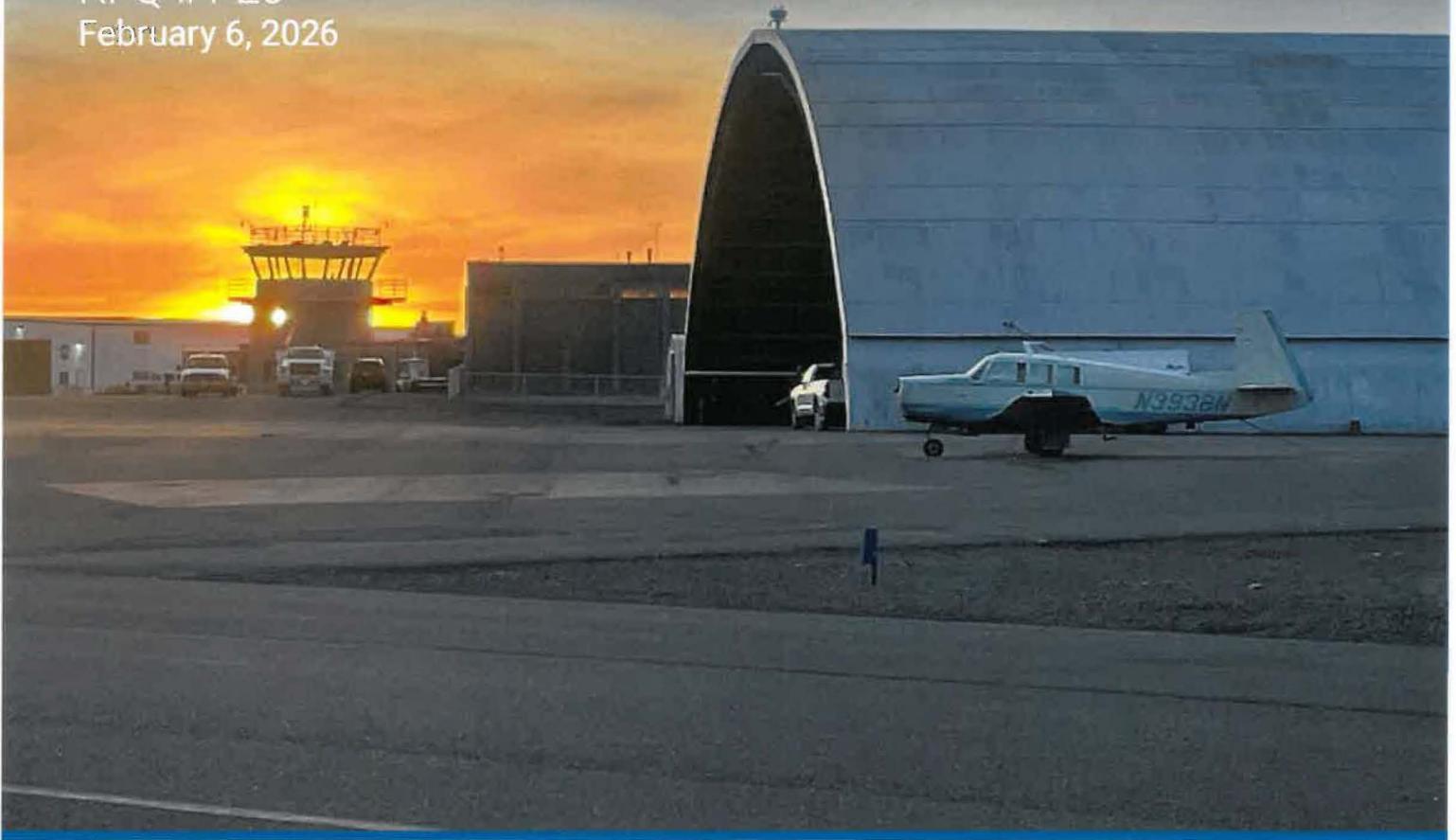
*page intentionally left blank*

Port of Benton

# AIRPORT ENGINEERING CONSULTANT

## RICHLAND AIRPORT (RLD) AND PROSSER AIRPORT (S40)

RFQ #1-20  
February 6, 2026



**Submitted to:**

Port of Benton  
3250 Port of Benton Boulevard  
Richland, WA 99354

**Submitted by:**

Century West Engineering  
208 W 9th Avenue, Suite 3  
Ellensburg, WA 98926

*page intentionally left blank*

February 6, 2026

Port of Benton  
3250 Port of Benton Boulevard  
Richland, WA 99354



**RE: STATEMENT OF QUALIFICATIONS – AIRPORT ENGINEERING CONSULTANT FOR RICHLAND AIRPORT (RLD) AND PROSSER AIRPORT (S40)**

Dear Selection Committee,

Century West Engineering Corporation (Century West) submits this Statement of Qualifications (SOQ) to continue serving as the Port of Benton (Port) Airport Engineering Consultant for Richland Airport (RLD) and Prosser Airport (S40). As the Port's current Airport Engineer, we bring continuity, institutional knowledge, and a clear understanding of the Port's priorities as you move into the next on-call period.

Century West understands that maintaining and improving two general aviation airports requires a practical, disciplined approach to pavement preservation, safety improvements, and long-term capital planning, while remaining responsive to evolving Port leadership, facility goals, and stakeholder expectations. Our role has consistently been to serve as an extension of Port staff, providing administrative support, technical expertise, regulatory expertise, and reliable project delivery across Federal Aviation Administration (FAA)- and state-funded programs.

We believe Century West is uniquely positioned to support the Port's goals for the following reasons:

**Proven understanding of Richland and Prosser Airport needs and priorities.** Near-term needs at Richland Airport include perimeter fencing improvements and pavement rehabilitation. At Prosser Airport, upcoming projects include helipad development, and pavement rehabilitation. Century West has direct experience with these project types and the associated operational, funding, and FAA coordination requirements.

**Forward-thinking planning and design support.** Century West offers a team focused on addressing near-term needs, priorities, and opportunities, while also considering future development and the ability to adapt to scalable expansion. Century West's integrated planning and engineering expertise will maximize the potential development at each of the Port's Airports.

**Established working relationships with FAA and WSDOT Aviation.** Century West works routinely with the FAA Seattle Airports District Office (ADO) and Washington State Department of Transportation (WSDOT) Aviation. Our familiarity with Airport Improvement Program (AIP) procedures, grant justification, and compliance requirements allows us to anticipate agency concerns and keep projects moving efficiently.

**Commitment to the Port of Benton and its Airports.** Our history with the Port reflects a long-term commitment to supporting both Richland and Prosser Airports through changing priorities, funding cycles, and leadership transitions. We remain focused on delivering practical, defensible solutions that support safety, compliance, and economic opportunity at the Richland and Prosser Airports.

Century West appreciates the opportunity to continue supporting the Port. We are prepared to immediately assist with upcoming projects and provide consistent, reliable engineering services throughout the on-call contract term.

Sincerely,

**CENTURY WEST ENGINEERING CORPORATION**

A handwritten signature in black ink, appearing to be "B. Condon".

Bryan Condon, PE  
Project Manager  
bcondon@centurywest.com  
765.532.8320

A handwritten signature in black ink, appearing to be "M. Rogers".

Matt Rogers, PE  
Vice President  
wrogers@centurywest.com  
503.730.6100

*page intentionally left blank*



## Table of Contents

1. Firm/Team Qualifications .....	1
2. Airport Understanding.....	10
3. Project/FAA Experience .....	17
4. References .....	23
5. Additional Information .....	24
Appendix - Exhibit A: WSDOT Audited Indirect Cost Rate Approval .....	25

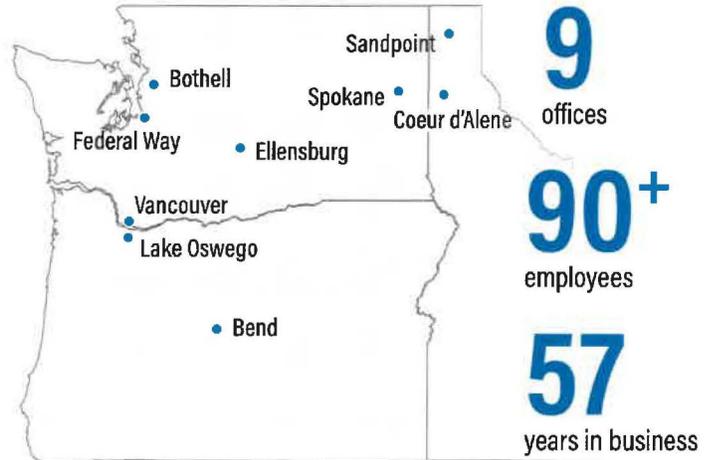
*page intentionally left blank*

# 1. Firm/Team Qualifications

Founded in 1969, Century West is an employee-owned aviation and municipal planning and engineering firm, combining the expertise of over 90 professionals and support staff across nine offices throughout the Northwest. Our success is a direct result of our primary goal: *to listen to and understand our clients to develop innovative, cost-effective solutions to meet their needs.* We pride ourselves on our ability to take a team approach to projects requiring special expertise.

We focus our resources to identify our clients' needs and plan solutions to address those challenges. We have excellent resources, including senior staff with extensive experience in airfield planning, operations, environmental, and engineering. Our proven track record of completing airport projects on time and within budget is a result of our excellent working relationship with the FAA and our ability to advocate with confidence on behalf of our clients.

Century West has served as the Port of Benton's on-call Airport Engineer since 2021, providing planning, engineering, environmental, and grant-related support for both Richland and Prosser Airports. During the past five years, our team has worked closely with Port leadership and airport staff to advance capital projects, secure grant funding, and support ongoing airport operations. This recent but active history has given Century West a detailed understanding of the Port's priorities, funding strategies, and operational needs, and positions our team to continue providing consistent, responsive support as future projects move forward.



## History with Port of Benton



Since being selected as the Port's aviation engineering consultant in 2021, Century West has actively assisted the Port with the award of **\$7.23 million** in FAA discretionary funding for the replacement of all electrical equipment and the rehabilitation of all pavement at the Richland and Prosser Airports.

- 2025-ongoing  
**Richland Airport - Main Apron Reconfiguration (Design)**
- 2023-2026  
**Prosser Airport-Pavement Rehabilitation & Electrical Replacement (Design & Construction)**
- 2023  
**Port-Wide, Non-Aviation Pavement Management Plan**
- 2021  
**Prosser Airport Hangar Taxilane (Construction)**
- 2023  
**2939 Richardson Road Parking Lot Improvements (Design)**
- 2023-2025  
**Richland Airport - Pavement Rehabilitation**
- 2021-2024  
**Richland Airport Electrical Replacement (Design & Construction)**

# Full Service Engineering and Planning Firm

The following categories are representative of the types of airport services and expertise offered by Century West.

## Environmental

- National Environmental Policy Act (NEPA) Review & Environmental Assessments (EAs)
- Categorical Exclusion (CATEX) Documentation
- Geotechnical Site Evaluations
- Underground Storage Tank Removal & Permitting
- Cultural Resource Surveys
- Wetland Investigations
- Endangered Species Studies
- Environmental Site Assessments

## Planning

- Airport Master Plans (AMP)
- Airport Layout Plans (ALP)
- Airport Land Use Planning
- Airport Financial/Business Planning
- Terminal Area Plans
- Airport Fuel Facility Planning
- Airport Noise Compatibility Planning
- Airport Security Plans
- Airport Access Roads, Fencing, & Security
- Weather System Planning
- Aircraft Hangar Planning & Cargo Facility Planning
- Terminal Area & Industrial Park Planning
- Business & Industrial Park Planning
- Advanced Air Mobility (AAM) Planning
- Electric Aviation Facility Planning
- Airport Geographic Information Systems (GIS) Surveys

## Design & Construction

- Aircraft Parking Aprons, Runways, & Taxiways
- Airport Access Roads, Fencing, & Security
- Airport Industrial Parks
- Aircraft Hangars
- Aircraft Fuel Tanks
- Weather Systems
- Airfield Lighting & Electrical Systems
- Navigational Aids (NAVAIDS)
- Obstruction Removal & Safety Area Improvements
- Pavement Maintenance & Preservation
- Revenue Parking Facilities
- Rental Car Quick Turn-Around Facilities
- Site Grading & Drainage Improvements
- Civil Infrastructure & Utility Improvements
- Construction Management, Inspection, & Testing

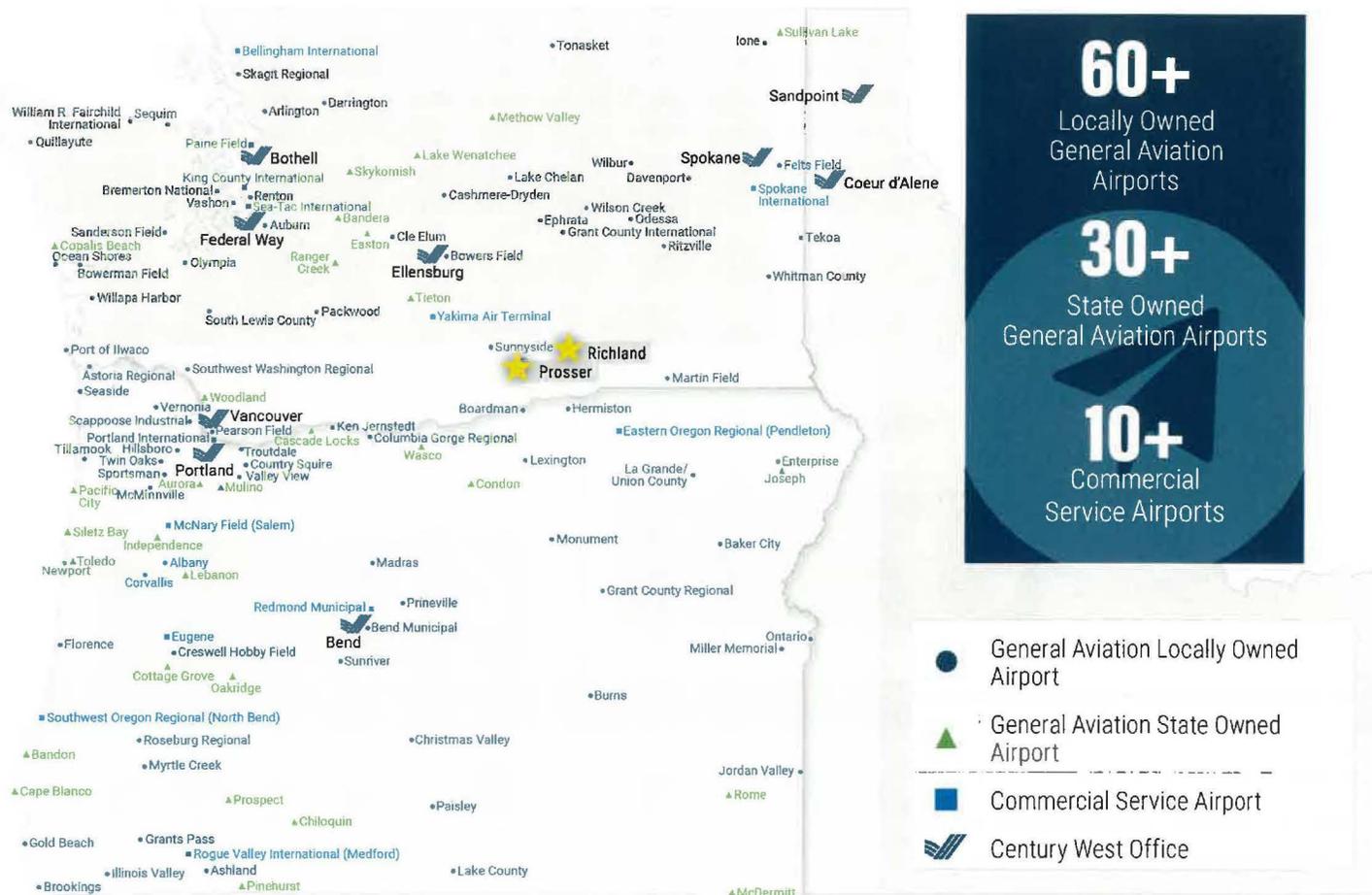
## FAA & Grant Processes

- Capital Improvement Program (CIP) Development & Management
- Grant Program Development & Management
- Grant Preparation & Administration
- Disadvantaged Business Enterprise (DBE) Goal Development & Reporting
- Airport Fly-Friendly Brochures
- Public Involvement Programs
- Part 77 Airspace Reviews
- FAA Form 7460 Analysis & Preparation



# Experience in Comparable Airport/Aviation Projects

The map below shows the locations at which Century West has worked throughout our long history serving airports. With our extensive work within your region, we understand the environment, market, and opportunities applicable to Richland and Prosser Airports.



# Experience with Multi-Year Engineering Contracts

Our goal for rosters and multi-year agreements is to keep our clients positioned and ready to proceed on future projects. Century West's track record of successful airport projects speaks to this experience. We do this by continually updating planned project costs, performing annual CIP updates, communicating with FAA staff about airport needs, assisting clients with grant applications, and maintaining regular contact with our clients. The result of this effort is that you are properly positioned and ready to proceed with a project as funding allows.

# Proposed Team Members and Responsibilities

Century West has assembled a project team with expertise across all aspects of airport planning, design, and construction, including financial planning, land use, and environmental services. The structure of the team has been carefully considered to ensure the right expertise is applied to each project element while maintaining clear communication and efficient workload sharing.

As the prime consultant, Century West will be supported by the following specialty subconsultants to address specific project needs: Environmental Science Associates, Inc. (ESA) for environmental and NEPA services; GRI for geotechnical engineering; Plateau Archaeological Investigations, LLC (Plateau) for cultural resources; Psomas for surveying; and R&W Engineering (R&W) for electrical engineering. These complementary skill sets allow the team to deliver coordinated, practical solutions for projects of varying size and complexity. Qualifications for key personnel are provided on the following pages.



## Century West Project Team

- |  |   |  |
|--|---|--|
|  <b>Liz Newton, PE*</b><br>Aviation Engineer        |  <b>Kurt Addicott, PE*</b><br>Development & Land Use Specialist    |  <b>Samantha Peterson, CM*</b> ✈️<br>Planning & Operations/DBE Plans |
|  <b>David Yurs, PE</b><br>Aviation Engineer         |  <b>Trent Ward, PE*</b><br>Municipal Engineer                      |  <b>David Miller</b> ✈️<br>Lead Aviation Planner                     |
|  <b>James Kirby, PE*</b><br>FAA Pavement Specialist |  <b>Rick Nichols*</b><br>Civil Designer/<br>Construction Inspector |  <b>Justin Strother*</b><br>CAD/ALP Update                           |

## Subconsultants

- |   |   |   |
|---|---|---|
| <b>ESA</b><br>Environmental and NEPA Services | <b>GRI*</b><br>Geotechnical Engineering | <b>R&amp;W Engineering*</b><br>Electrical |
|   | <b>Psomas*</b><br>Survey                | <b>Plateau*</b><br>Cultural Resources     |

\* Port of Benton Experience  
✈️ Licensed Pilot

# Century West Team Qualifications



**BRYAN CONDON, PE** | Project Manager

**Education:** BS, Civil Engineering

**Registrations:** PE: WA (#51250), OR (83636PE)

**Availability**

70%

**Location:** Remote

In Bryan's 20 years of aviation experience, he has managed the engineering analysis and design for a variety of projects across the Pacific Northwest. Known for his ability to lead design teams and ensure that projects meet FAA compliance, budget, and schedule requirements, Bryan has extensive experience in grading, paving, drainage design, cost estimating, and construction oversight.

## Relevant Project Experience

- Richland Airport – Pavement Rehabilitation Project; Richland, WA
- Prosser Airport – Pavement Rehabilitation & Electrical Replacement Project; Prosser, WA
- Richland Airport – Electrical Replacement Project; Richland, WA
- South Lewis County Airport – Beacon and AWOS Replacement Projects; Toledo, WA
- Prosser Airport – Hangar Taxilane Construction; Prosser, WA
- Pearson Field Airport – Electrical Replacement Project; Vancouver, WA
- Pearson Field Airport – Pavement Rehabilitation Project; Vancouver, WA
- McMinnville Municipal Airport – Runway 4-22 Reconstruction; McMinnville, OR
- McMinnville Municipal Airport – East Apron and Taxilane Reconstruction Project; McMinnville, OR

## Management of Scope, Schedule, and Budget

As project manager, Bryan will serve as the Port's main point of contact for task initiatives at Richland and Prosser Airport. He is responsible for project delivery, client coordination, internal project management, and team coordination. Bryan, along with all of our key team members, will be available to meet with you at any time to discuss issues or concerns. Meeting with our team on a regular basis will benefit you by eliminating misunderstandings that can occur solely by relying on phone calls, email, and letters. This may include meetings and presentations with Port staff, attendance at public meetings and presentations, informal meetings with you to scope projects, assisting you with grant applications, or assisting with other tasks at your direction. Bryan has an excellent track record of delivering projects within original scope, schedule and budget. The following table provides a summary of his track record as project manager.



**Bryan's Project Performance Summary** - All of the following projects were within scope, budget, and schedule.

Project Name	Design Budget	Project Status
Richland Airport – Electrical Replacement	\$249,000	Complete
Richland Airport – Pavement Rehabilitation	\$192,000	Complete
Prosser Airport – Pavement Rehab & Electrical Replacement	\$267,620	Complete
South Lewis County Airport – Beacon Replacement	\$60,771	Complete
Pearson Airfield – Electrical Replacement	\$162,000	Complete
Pearson Field – Terminal Building Renovation	\$175,000	Complete



## MATT ROGERS, PE | Principal-in-Charge & QA/QC Manager

**Education:** BS, Civil Engineering  
**Registrations:** PE: WA (#51855), OR (54761PE)

**Availability** 20%   
**Location:** Bend, OR

Matt oversees Century West’s aviation planning, environmental, engineering, and technical staff. Matt has been with Century West for 28 years and has a long history working on aviation related projects from planning, environmental, through design and construction. He works closely with our aviation staff to ensure that all phases of the project are efficiently coordinated and performed. He is adept at developing project work plans that encompass the broad range of issues that airport sponsors encounter as they navigate FAA requirements and funding.

### Relevant Project Experience

- Madras Municipal Airport – Apron Reconstruction/ Fencing Improvement; Madras, OR
- Troutdale Airport – Runway 7/25 Reconstruction; Troutdale, OR
- Packwood Airport – AMP; Lewis County, WA
- Ephrata Municipal Airport – AMP; Ephrata, WA
- Aurora State Airport – AMP; Aurora OR
- Yakima Air Terminal – ALP Update & AGIS; Yakima, WA



## KURT ADDICOTT, PE | Development & Land Use Specialist

**Education:** BS, Civil Engineering  
**Registrations:** PE: WA (#41340)

**Availability** 20%   
**Location:** Bothell, WA

Kurt is a seasoned project manager with 30 years of airport and transportation experience and extensive familiarity with airport projects throughout the FAA Northwest Mountain Region. He has led development studies, FAA land use release projects, AGIS surveys, master plans, planning evaluations, program recommendations, and the design and implementation of improvements. Kurt’s attention to detail and strong project management has helped airport clients define and deliver capital programs, resulting in successful, award-winning projects.

### Relevant Project Experience

- Bremerton National Airport – Airport Way Development FAA Land-Use Release; Bremerton, WA
- Grant County International Airport – Development Planning & FAA Land Use Release; Moses Lake, WA
- Grant County International Airport – Runway & Taxiway Rehabilitation; Moses Lake, WA
- Southwest Washington Regional Airport – FAA Land Use Release for Runway Protection Zone (RPZ) Improvements; Kelso, WA



## SAMANTHA PETERSON, CM, ENV SP

Planning & Operations/DBE Plans

**Education:** BS, Aviation Management  
**Certifications:** FAA Licensed Private Pilot; Envision Sustainability Professional (ENV SP); AAE Certified Member (CM)

**Availability** 50%   
**Location:** Remote



Samantha’s experience in the aviation industry includes more than 15 years of experience specializing in airport operations and management. She has worked on a multitude of AMP and ALP updates and various airport projects, including the construction of new ramps, taxiways, hangars, and helipads. She assists clients with completing the required DBE programs and annual reporting, FAA grant applications, Airport Information System updates, and FAA quarterly and annual reporting.

### Relevant Project Experience

- Richland Airport – Pavement Rehabilitation Project; Richland, WA
- Yakima Air Terminal, ALP Update & AGIS; Yakima, WA
- Sanderson Field – AMP & AGIS; Shelton, WA
- Sunnyside Airport – AMP & AGIS; Sunnyside, WA
- Arlington Municipal Airport – AMP; Arlington, WA



## RICK NICHOLS | Civil Designer/Construction Inspector

**Education:** BS, Energy Systems Engineering

**Availability** 80%

**Location:** Baker City, OR

Rick brings over 26 years of experience in the civil engineering industry, including 12 years as a public employee and more than eight years in the private sector as a civil designer. His background includes utility and roadway infrastructure design, and consultant coordination on a wide range of municipal and aviation projects. Rick supports field work with a practical, solutions-oriented approach that helps keep construction activities responsive, efficient, and on schedule.

### Relevant Project Experience

- Richland Airport – Pavement Rehabilitation Project; Richland, WA
- Prosser Airport – Pavement Rehabilitation & Electrical Replacement Project; Prosser, WA
- Richland Airport – Electrical Replacement Project; Richland, WA
- Davenport Municipal Airport – Taxiway Design; Davenport, WA



## DAVID YURS, PE | Aviation Engineer

**Education:** BS, Civil Engineering

**Registrations:** PE: WA (#54977)

**Availability** 50%

**Location:** Spokane, WA

David is an aviation engineer with 12 years of experience working at a variety of general aviation and commercial service airports throughout the West. He has experience involving several aspects of project delivery including planning, environmental, design, bidding, construction management and grant administration. He has worked on many different airfield projects such as runway and taxiway rehabilitation/reconstruction, general aviation tiedown aprons, hangar taxiways, fueling facilities, and Part 139 terminal aprons. As a strong team leader and technical mentor at Century West, David is dedicated to delivering efficient and innovative airport solutions.

### Relevant Project Experience

- William R. Fairchild International Airport – Runway Rehabilitation; Port of Port Angeles, WA
- Davenport Municipal Airport – Runway Shift; Davenport, WA
- Sanderson Field – Runway Rehabilitation & Electrical Upgrades; Shelton, WA
- Bowerman Airport – Taxiway/Apron Rehabilitation; Port of Grays Harbor, WA



## LIZ NEWTON, PE | Aviation Engineer

**Education:** BS, Civil Engineering

**Registrations:** PE: WA (#22001665), OR (97736PE)

**Availability** 70%

**Location:** Bothell, WA

Liz is a specialized aviation engineer with eight years of experience in airfield pavement design, stormwater management, and FAA compliance. Her approach to airfield infrastructure balances durability, cost efficiency, and environmental compliance, ensuring airports meet both FAA standards and sustainability goals. She has designed and managed a range of runway, taxiway, and apron rehabilitation projects, incorporating the latest FAA pavement specifications and airfield drainage improvements.

### Relevant Project Experience

- Richland Airport – Electrical Replacement Project; Richland, WA
- Sanderson Field – Runway Rehabilitation & Electrical Upgrades; Shelton, WA
- Bremerton National Airport – Airfield Lighting & Taxiway Improvements; Bremerton, WA
- Olympia Regional Airport – Stormwater Management & Runway Drainage Improvements; Olympia, WA



## TRENT WARD, PE | Municipal Engineer

**Education:** BS, Civil & Engineering  
**Registrations:** PE: WA (#35711)

**Availability** 30%   
**Location:** Ellensburg, WA

Trent has over 38 years of experience in designing and managing municipal, public, and private development projects. He collaborates with public works officials, planning departments, and building departments to manage environmental reviews (SEPA and NEPA) and land use processes (such as short plats and subdivisions). He prepares engineering design reports, construction documents, and manages construction projects.

### Relevant Project Experience

- Port of Benton – Port-wide, Non-aviation Pavement Management Plan; Richland, WA
- 2nd Avenue Roadway Reconstruction; Quincy, WA
- Eastern State Hospital Emergency Access Road Design; Medical Lake, WA
- 2023 Town Hall Upgrades; Odessa, WA
- Town-wide Chip Seal Project; Odessa, WA



## JAMES KIRBY, PE | FAA Pavement Specialist

**Education:** BS, Civil & Engineering  
**Registrations:** PE: OR (#65566PE)

**Availability** 30%   
**Location:** Lake Oswego, OR

James is an aviation engineer with 23 years of experience delivering airfield infrastructure projects for public and private clients. His expertise covers design, permitting, and construction for runway, taxiway, apron, electrical, drainage, and fueling improvements. He brings specialized knowledge in pavement management, having led the Oregon Department of Aviation (ODAV) Pavement Maintenance Program for 15 years to support airfield preservation projects statewide. His hands-on experience in safety training and field inspection further strengthens his compliance-focused approach to project delivery.

### Relevant Project Experience

- Scappoose Airport – West Side Pavement Maintenance; Scappoose OR
- Richland Airport – Pavement Rehabilitation Project; Richland, WA
- Ken Jernstedt Airfield – North Apron Rehabilitation; Hood River, OR
- ODAV, Aurora State Airport – Runway Rehabilitation, Phase 1; Aurora, OR



## DAVID MILLER, AICP Lead Aviation Planner

**Education:** BS, Air Commerce & Transportation Technology  
**Certifications:** American Institute of Certified Planners (AICP); FAA Commercial Pilot License with Instrument, Multi-engine, and Seaplane Ratings

**Availability** 50%   
**Location:** Ellensburg, WA



David is a lead airport planner for Century West's aviation group with more than 35 years of experience in airport consulting, planning and development, and FAA coordination. He has 20 years of Washington local government experience (elected and appointed), giving him extensive familiarity with public engagement, municipal finance, comprehensive planning and zoning, and adoption of local land use actions.

### Relevant Project Experience

- Bremerton National Airport – AMP & ALP Update; Bremerton, WA
- Arlington Municipal Airport – AMP; Arlington, WA
- Grant County International Airport – Development Standards; Moses Lake, WA
- Auburn Municipal Airport – AMP & ALP Update; Auburn, WA
- Southwest Washington Regional Airport – AMP Update; Kelso, WA



## JUSTIN STROTHER

CAD/ALP Update

Availability **80%**

Location: Remote

Justin provides CAD support, CAD design, and graphics for AMP/ALP and airport data collection and inventory projects. Justin also prepares presentation graphics, is experienced in developing website content, and conducts airport data collection and inventory.

### Relevant Project Experience

- Richland Airport – Pavement Rehabilitation Project, Richland, WA
- Sanderson Field – AMP; Shelton, WA
- ODAV – Multiple ALP & AMP Projects; Statewide, OR
- Hermiston Municipal Airport – AMP & ALP Update; Hermiston, OR

## Subconsultant Qualifications

The structure of the Century West team has been carefully considered to provide specific expertise for the Airport’s upcoming project needs. The complementary skill sets of these long-standing partners ensure thorough, responsive, and cost-effective solutions.

### **ESA | Environmental Services**

ESA is a national environmental and planning firm with a dedicated aviation practice and deep expertise in NEPA compliance, permitting, wildlife management, and cultural and biological resources. With experience at over 200 airports, including more than 100 projects in the Pacific Northwest, ESA has partnered with Century West on over 30 airport projects in the past five years.

### **GRI | Geotechnical Engineering**

GRI is a trusted provider of geotechnical, geological, and pavement engineering services throughout the Pacific Northwest. Their team has completed hundreds of geotechnical investigations, pavement designs, and pavement management projects for airports of all sizes across Washington. They bring deep technical expertise and a proven understanding of the region’s unique geologic and pavement conditions. GRI regularly works on projects following FAA guidelines and is highly familiar with geotechnical and pavement-related FAA Advisory Circulars.

### **Psomas | Survey**

Psomas provides all phases of land surveying services including topographic and planimetric mapping for design purposes. They also provide boundary surveys to include right of way determination, deed retracements, control surveys on the current NAD 1983 HARN State Plane datum, and construction services including stakeout and monitoring. Psomas’ survey manager, Mike Bowen, has extensive experience working at the Port of Benton’s Airports.

### **R&W Engineering | Electrical Engineering**

R&W provides electrical, mechanical, and automation engineering services for municipal, industrial, commercial, and governmental clients. R&W has partnered with Century West for more than 36 years and has completed over 110 projects together, including electrical design upgrades at Prosser Airport (completed in 2025) and Richland Airport (completed in 2022) for the Port of Benton. R&W has provided electrical design services for airport projects throughout Washington and Oregon, including work at Richland, Prosser, Paine Field, Grant County International Airport, and Sanderson Field.

### **Plateau CRM | Cultural Resources**

Plateau has extensive experience completing Section 106 compliance for airport projects throughout Washington and Idaho, ranging from small general aviation airports to larger regional facilities. Their work is routinely coordinated with engineering teams to meet cultural resource requirements while maintaining airport operations and safety. Plateau staff are experienced working within active airfield environments and comply with applicable airport safety and access requirements. Plateau has an established working relationship with the Port of Benton, including ongoing work on the Waterfront Development Project, and has collaborated with Century West on more than 60 projects across the Pacific Northwest.

## 2. Airport Understanding

### Familiarity with your Airports, Concerns, and Project Needs

The Port of Benton has owned and operated the Prosser and Richland Airports since 1961. The Airports are located at the western and eastern limits of the Port's district boundaries. Although both Airports are designated as General Aviation (GA), each has a unique set of users, facilities, and opportunities.

#### PROSSER AIRPORT (S40)



The Prosser Airport consists of Runway 8-26, which is 3,451 feet long by 60 feet wide, and is designated with a B-I (small) FAA standard. The runway is constructed of asphalt with a 16,000 single-wheel gear (SWG) pavement strength, and is connected to a network of taxiways and taxilanes providing access to the Airport's various other facilities, including aprons, a fueling (100LL) facility, Fixed Base Operator (FBO), and hangar aircraft storage buildings. The Airport has developable land, both in the vicinity of existing hangars, and west of the main apron, to accommodate the Port's goal for business development.

Our understanding of the Port's priorities, concerns, and project needs for the Prosser Airport include:

- Hangar development to support expanded use, tenants, capacity, and operations
- Perform ongoing pavement and facility maintenance to sustain existing and future operational growth
- Acquire property or obtain aviation easements for properties west of the Airport to avoid incompatible land use/development
- Replace and upgrade existing, aging Automated Weather Observation System (AWOS)

The Prosser Airport provides service to recreational users, but also a host of businesses based in agriculture, aircraft repair, flight training, and skydiving. The Airport's proximity to the Prosser Airport Business Park and interstate access, lend to the Port's ongoing support of multi-modal connectivity and aviation-related economic development at Prosser Airport. The Prosser Airport hosts the Great Prosser Balloon Rally every September, which attracts spectators and hot air balloon pilots from across the Pacific Northwest.

#### RICHLAND AIRPORT (RLD)



The Richland Airport has two runways: Runway 1-19 and Runway 8-26. Runway 1-19 is 4,009 feet long by 75 feet wide. Runway 8-26 is 4,000 feet long by 100 feet wide.

Our understanding of the Port's priorities, concerns, and project needs for the Richland Airport include:

- Perform ongoing assessments of land-use layout and utilization to support Port and business development opportunities
- Perform ongoing pavement and facility maintenance to sustain existing and future operational growth
- Maintain FAA eligibility for crosswind Runway 8-26
- Replace existing, aging AWOS

Both runways are designated with a B-II FAA standard and are constructed of asphalt with 30,000 lb SWG pavement strengths. Although Runway 1-19 is considered the "primary" runway, Runway 8-26 (or the "crosswind" runway) provides users with an easier take off or landing when winds are blowing in a west-east direction, as opposed to the more common north-south direction. Having access to the crosswind runway when the Airport is experiencing crosswinds is especially useful to Life Flight as they often need to take off or land immediately in response to a medical emergency. The runways are connected to a network of taxiways and taxilanes, which provide pilots with access to the Airport's various other facilities, including aprons, hangars, helipads, fueling facilities (100LL and Jet A), FBO, pilot's lounge, and hangar buildings.

Richland Airport is home to recreational users, as well as a large and diverse set of businesses. The Airport is located in close proximity to interstate access, major agricultural and technology industries, and a number of Port-owned facilities, including the Richland Airport Business Park, Richland Innovation Center, and Southern Connection rail network. The Richland Airport serves a variety of users, enhances the Richland community, and supports business development in a variety of industries.

# Understanding of Issues Regarding Scope of Work

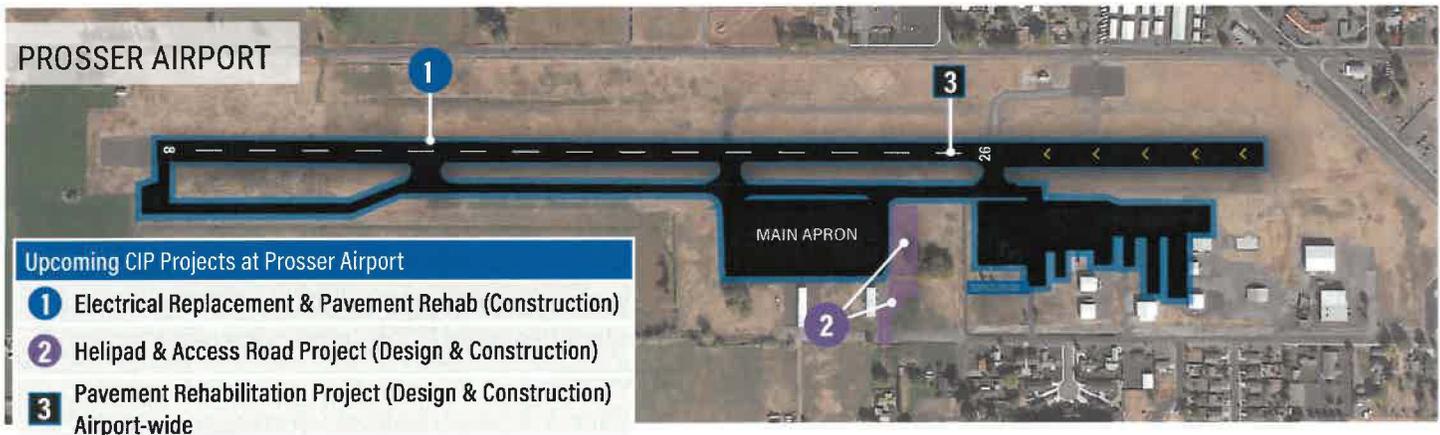
Century West is familiar with and has an understanding of the projects and services listed in the scope of work section of the Request for Qualifications (RFQ). Relative to the Prosser and Richland Airport needs, Century West offers familiarity and extensive experience with implementation of these types of projects and services. Support services specific to the Richland and Prosser Airports project types may include:

- **Administrative Project Support Functions:** FAA and WSDOT grant applications, reporting, and reimbursement requests, DBE goal establishment and reporting, CIP cost estimates, detailed project spending information for Port finance staff's use in budgeting.
- **Runway/Taxiway/Apron Construction, Rehabilitation, & Improvements:** Climate appropriate pavement designs, rehabilitation methods designed to maximize the Port's return on investment, construction related closures phased to minimize impacts to Airport users, and tiedown and fueling facility layout and space utilization.
- **Environmental Study/Analysis:** Compliance with NEPA and SEPA, numerous agency permitting processes.
- **General Aviation Planning & Development:** Compliance with FAA planning processes, Master Plan process and site plan development to maximize development available opportunity and land use potential.
- **Security Improvements:** Fencing and access gate construction and maintenance.
- **Airport Ingress & Egress Improvements:** Securing AIP or other funding for maintenance or improvement of existing access roads, particularly if impacted by hauling operations related to upcoming construction projects.
- **Utility Study/Analysis:** Support of utility development that is strategic (not reactive) and in support of the Port's plan for long term development at the Airports.
- **NAVAID Improvements & Rehabilitation:** AWOS, precision approach path indicators (PAPIs), runway end identifier lights (REIL), wind cone replacement or relocation.
- **Airspace & Aviation Analysis:** Assessing potential airspace conflicts (existing and future), using the 7460 process to vet airspace concerns with the FAA, and navigating and engaging with the various FAA lines of business that deal with airspace analyses.
- **Geotechnical Study/Analysis:** Experience dealing with issues that come from constructing on the variable subgrade materials common to the region, including mitigation tactics that streamline construction activities and limit costs.
- **Drainage Study/Analysis:** Assessing drainage needs based on geotechnical characteristics and site conditions, and integrating findings into a drainage design that assures adequate drainage, and project cost savings when possible.
- **Architectural & Engineering Services (including building construction/repairs):** Assessments of existing facilities to determine if rehabilitation or replacement would maximize Port return on investments. Building layout plans for new structures that maximize development available opportunity and land use potential.
- **Construction Management Services:** Inspection of all construction project types, including building, pavement, and electrical construction.

## Specific CIP Project Implementation

Bryan Condon has worked closely with Quentin Wright, Port Airport Manager, to develop the current CIPs for the Prosser and Richland Airports. Through this coordination, Century West has developed a clear understanding of the Port's objectives and upcoming FAA-funded projects. Based on this understanding and our experience with similar projects, we are able to anticipate potential challenges and identify practical solutions and opportunities. The following pages summarize our understanding of the upcoming projects, with aerial exhibits provided for reference. Potential challenges, concerns, solutions, and opportunities are discussed in the subsequent section.





In May 2026, construction will begin to replace existing electrical equipment and rehabilitate pavement at Prosser Airport. The FAA awarded the Port a 2025 grant to fund construction of this project. Century West provided design and bidding services for this project and is under contract to provide construction inspection services in 2026. These improvements reflect a multi-year effort by the Port and Century West to address critical infrastructure needs at Prosser Airport.

**Proven Construction Delivery**  
 Century West brings direct experience leading the design and preparation of pavement and electrical improvements at Prosser Airport, supported by experienced construction managers and a strong record of budget control.

**2026 Carryover of Non-primary Entitlement Funds**

No project anticipated. The 2026 Pavement Rehabilitation and Electrical Replacement Project will be funded through a 2025 FAA grant, allowing the Port’s 2026 Non-primary Entitlement funds to be carried over for use in future years.

**2027 Carryover of Non-primary Entitlement Funds**

No project anticipated.

**2028 Helipad & Access Road Project (Design)**

The objective of this project is to construct two helipads and a connecting access road east of the Prosser Airport’s main apron area. The helipads will provide a dedicated area for helicopter operations, separated from fixed-wing taxiways and aprons. The project supports the Port’s goals for user growth and enhances overall airfield safety.

**2029 Helipad & Access Road Project (Construction)**

This project will construct the helipads and access road. Construction is anticipated during the summer months (July–September). The work will be confined to east of the main apron, so will not result in runway or taxiway closures.

**Helipad and Helicopter Operations Expertise**  
 Century West brings specialized experience in helicopter parking and helipad planning and engineering, supported by staff with aviation planning, pilot, and airport operations backgrounds to improve safety, operational efficiency, and land use utilization.

**2030 Pavement Rehabilitation Project (Design)**

The objective of this project is to extend the life of the existing asphalt by sealing existing cracks, applying a slurry seal on all pavements, and applying new pavement markings following the fog seal.

Slurry seal treatments typically provide a 7- to 10-year service life. Because the Airport will receive a slurry seal application in 2026, construction in 2031 would be somewhat early from a pavement lifecycle perspective. However, due to uncertainty associated with FAA discretionary funding, Century West recommends advancing design in 2030 so the project is positioned to proceed when funding becomes available. This approach represents sound preventative maintenance and supports long-term pavement preservation.

**Pavement Management Expertise**  
 Century West brings regional pavement management expertise led by James Kirby, with 20+ years of airfield pavement maintenance experience throughout Washington and Oregon.

### 2031 Pavement Rehabilitation Project (Construction)

This project will construct the pavement rehabilitation designed the previous year. Construction is expected to occur in the summer months (July – September). The work will occur all around the Airport and, as such, will involve runway, taxiway, taxilane, and apron closures of varying duration.

### Land Acquisition/Avigation Easements

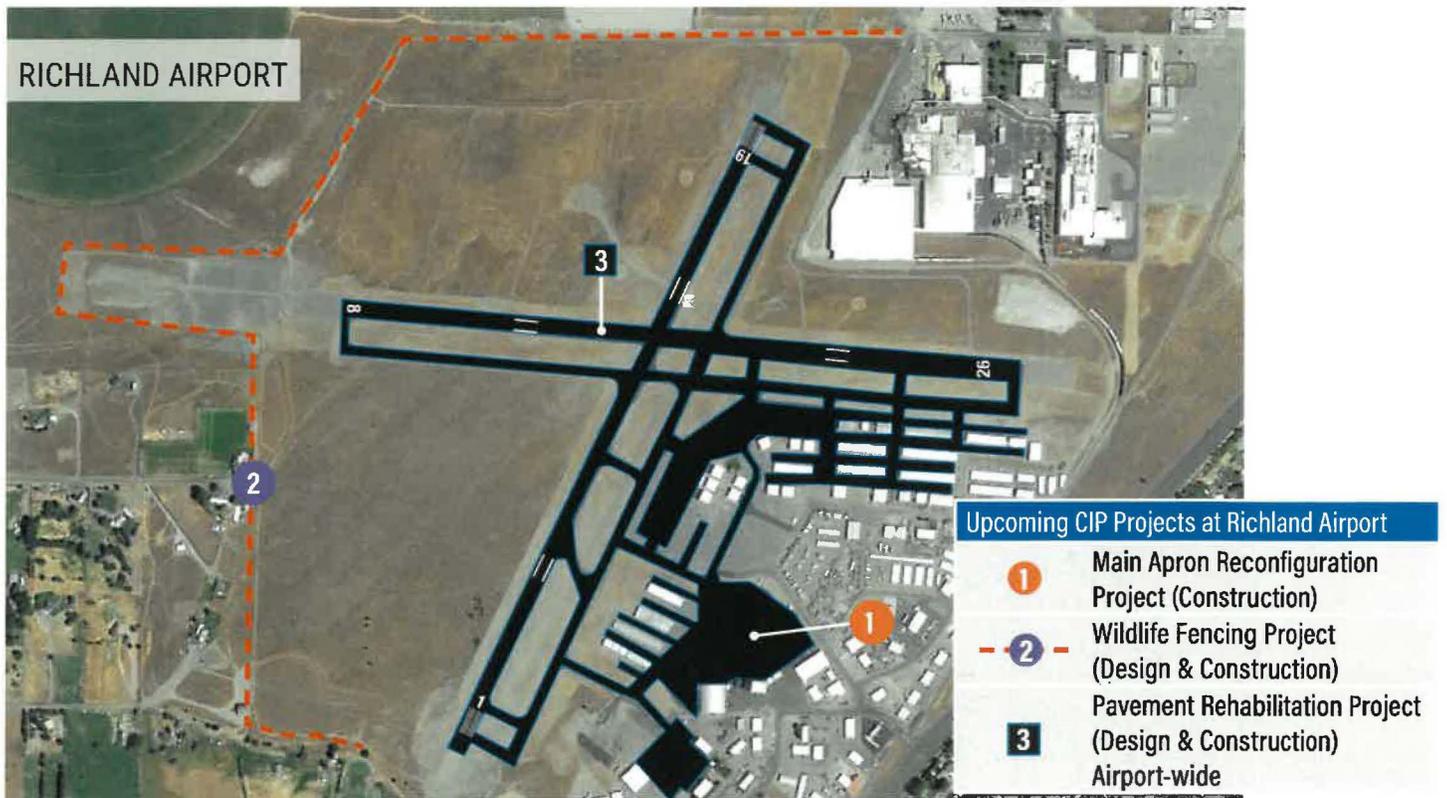
This project is not currently included in the Port's CIP, but we understand that the Port has interest in acquiring property or obtaining avigation easements for properties west of the Airport to avoid land use and development that would be incompatible with the Prosser Airport. Century West will work with Quentin to advise on how these types of purchases could be deemed eligible for FAA reimbursement.

### AWOS Replacement

This project is not currently included in the Port's CIP, but we understand that the existing AWOS system has reached the end of its expected useful life (15 years) and a replacement of the existing system would be justified. Additionally, we understand that the Port would like to replace the existing Type I system with a Type III P/T system, which adds additional weather information (including precipitation type and thunderstorm detection) to its reports. Century West will work with Quentin to find FAA funding opportunities for this project.

### Airport Master Plan Update

This project is not currently included in the Port's CIP, but we understand that the previous master plan (2017) will require an update. Additionally, FAA has identified deficiencies in the 2017 plan that need correction. Century West's experienced planning team looks forward to the opportunity to assist the Port with this update.



### 2026 Main Apron Reconfiguration Project (Construction)

The objective of this project is to reconfigure the main apron to better use available space in the main apron area and provide designated parking for large aircraft while maintaining existing small aircraft parking capacity on the apron. The existing apron does not currently offer designated larger aircraft parking, which can lead to inconveniences when larger aircraft are visiting the Airport. As part of an ongoing design project, Century West has worked with Quentin, with input from Sundance Aviation and Life Flight, to reconfigure the apron, tiedown anchors, and pavement markings to create four new large aircraft parking positions and add six small aircraft tiedowns. The construction phase of this project is expected to occur in the summer of 2026.

### 2028 Wildlife Fencing Project (Design)

The objective of this project is to install fencing along the western and northern property limits of the Richland Airport. The new fencing will connect large stretches of Airport property limits that are currently unfenced. The project will enhance safety at the Airport by reducing the potential for wildlife incursions on the runways and taxiways.

### 2029 Wildlife Fencing Project (Construction)

This project will involve the construction of the project described above. Construction is expected to occur in the summer or fall months. The work will be confined to western and northern property limits, so will not result in runway or taxiway closures.

### 2030 Pavement Rehabilitation Project (Design)

The objective of this project is to extend the life of the existing asphalt at Richland Airport by sealing cracks on all pavements, applying a fog seal on all pavements, and applying new pavement markings. Fog seal can generally be expected to have a 7- to 10-year lifespan. Considering that the most recent pavement rehabilitation project at the Airport was completed in 2024, construction of this project in 2031 would be well timed. The proposed crack repair and fog seal project is an appropriate approach to preventative pavement maintenance and economically extending the useful life of the asphalt.

### 2031 Pavement Rehabilitation Project (Construction)

This project will involve the construction of the project described above. Construction is expected to occur in the summer months (July – September). Century West

will work with the Port to establish a well-thought phasing plan to limit disruptions to the airport users during construction, which may include temporary closures.

### Maintain FAA Eligibility for Runway 8-26

This is not a project included in the Port's CIP, but is understood to be a priority for the Port. In 2024, FAA questioned the eligibility of Runway 8-26, based on relatively low wind coverage data. In response, Century West worked with Quentin to get FAA to agree to defer making a determination. An "ineligible" determination would result in no future FAA funding for any improvements associated with Runway 8-26 (e.g. pavement rehab, edge lighting, navigational aids, pavement marking). In 2025, FAA released additional guidance regarding crosswind runway eligibility. Century West is currently assembling a memorandum to FAA, on behalf of the Port, to justify why Runway 8-26 meets FAA's eligibility requirements as a "Legacy Crosswind Runway." Century West has successfully assisted many airports in the region in obtaining Legacy Crosswind Runway determinations, allowing them to continue receiving FAA funding for runway improvements, including pavement rehabilitation.

### AWOS Replacement

This project is not currently included in the Port's CIP, but the existing AWOS is near the end of its expected 15-year useful life, and replacement of the system would be justified. Century West will work with Quentin and FAA to identify funding opportunities to complete the AWOS replacement project.

## Stakeholder & Airport User Coordination

Century West understands that construction projects can impact airport users and disrupt their operations. Our team works closely with the Port to provide the support and materials needed to communicate with airport users well in advance of the project. We listen and collaborate with the Port and its users to develop phasing plans that balance the overall project schedule while minimizing operational impacts. Throughout construction, we routinely check in with schedule updates, address unforeseen impacts, and adjust plans as needed to further reduce disruptions.

As part of the 2022 Richland Airport Electrical Replacement Project, we worked closely with Port staff to provide Airport users with weekly email updates about the construction progress and upcoming closures. Washington Airport Management Association (WAMA) awarded the Port of Benton the 2022 Project of the Year award for this project, emphasizing the Port's effective communication with airport users during construction.



Quentin & Bryan speak at a meeting at the Richland Public Library with airport users and community members about the 2024 Pavement Rehab Project

# Potential Project Challenges and Concerns

Based on our understanding of the Port's upcoming projects at the Prosser and Richland Airports and our experience with similar FAA-funded work, Century West is able to anticipate key challenges and proactively identify practical solutions. The following summarizes the primary anticipated challenges associated with these projects, along with corresponding solutions and opportunities.

## Considerations For Prosser Airport

### Helipad & Access Road Project

Use of FAA funds for this project will require compliance with NEPA. The FAA's Environmental Specialist will review the proposed work prior to engineering design to determine the level of environmental documentation required. An archaeological and cultural resources investigation may be required due to new pavement construction. **During planning, Century West would advocate on behalf of the Port that such an investigation is unnecessary, given the likelihood that the area has been previously disturbed.** If the FAA determines that an investigation is required, the Century West team can provide the necessary cultural resources services and any additional NEPA documentation.

### Pavement Rehabilitation Project

Crack repair projects have the potential for cost inflation if work quantities and definitions are not clearly described in the plans and specifications, which serve as the contract documents during construction. Poorly defined quantities can result in unanticipated construction costs. Active inspection during construction is also critical to verify quantities and manage costs.

Century West has extensive experience designing and inspecting crack repair and slurry seal projects at airports throughout Washington and Oregon. Our standardized approach to plans, specifications, and construction inspection clearly defines repair quantities and terms, supports cost control, and ensures pavement treatments effectively extend pavement service life.

Airport-wide pavement rehabilitation will require phased closures and will result in temporary impacts to Prosser Airport users. During design, Century West would evaluate airport operations, hangar occupancy, and tenant needs, and coordinate closely with Quentin to develop a detailed safety and phasing plan that minimizes operational disruptions. Advance coordination with Port staff will allow anticipated impacts to be communicated to users, and a public meeting prior to construction is recommended to outline project benefits, phasing, and expected closures.

### Coordinated Bidding Strategy

The timing of this project presents an opportunity to bid and construct work in the same year as the Richland Airport Pavement Rehabilitation Project. Combining both projects in 2031, with shared bid items, may allow the Port to achieve more competitive unit pricing.

## Considerations For Richland Airport

### Apron Reconfiguration Project

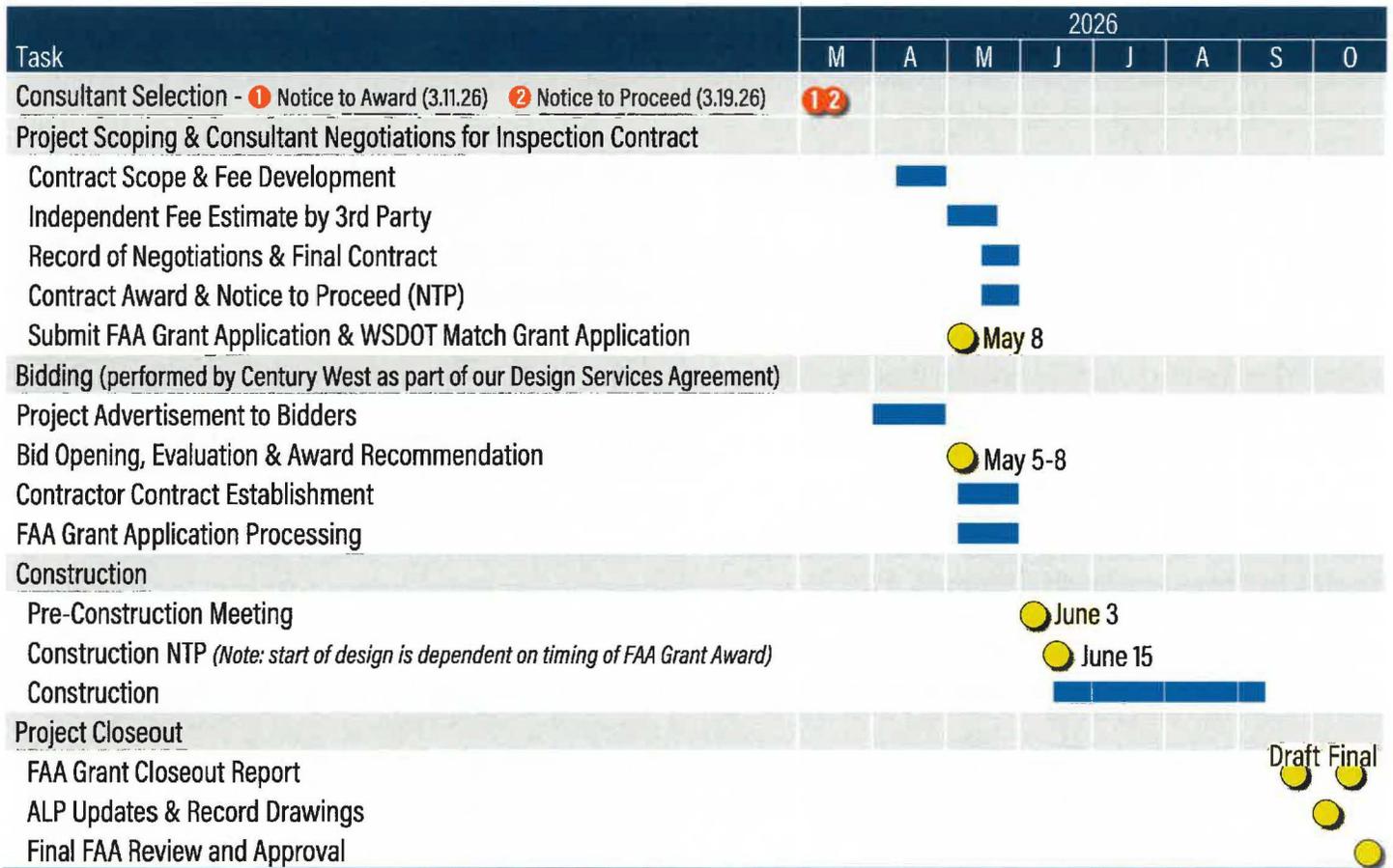
As previously described, Century West is currently helping the Port with the design phase of this project, which is expected to be constructed in summer 2026. Based on the Port's CIP and ongoing coordination with the FAA, the construction phase of this project is expected to receive federal funding through FAA's Bipartisan Infrastructure Law (BIL). The Port received BIL funds from FAA annually from 2022 to 2026. In 2026, BIL funds that are not apportioned prior to September 30th will expire. To avoid the loss of BIL funding and complete construction before the end of the construction season, project milestones must be achieved in a timely manner.

### Strategic Project Scheduling

Century West has developed a project schedule, included on the following page, that positions the Port to secure FAA funding, avoid expiring BIL funds, and complete construction within the 2026 construction season. If selected as the Port's consultant, our team will be prepared to immediately initiate this schedule. Our familiarity with the Port, the project, the FAA funding cycle, and key staff at the Seattle ADO will support timely coordination and adherence to critical milestones.



# Project Schedule – Richland Airport Main Apron Reconfiguration Project - Construction Phase



## Wildlife Fencing Project

In recent initial planning discussions, FAA has indicated that the Port will need to update their existing Richland Airport Wildlife Hazard Management Plan (WHMP), and expect the updated plan to justify the need for wildlife fencing for the project to be considered eligible for FAA reimbursement. We understand that the Airport does experience semi-regular wildlife (coyote and deer) incursions, and we are confident that the updated plan can help justify this project. We have recently discussed with Quentin the possibility of Century West assisting the Port with this WHMP update. We look forward to the opportunity to assist the Port with this necessary, initial step towards securing FAA funding for this project.

Fencing costs have increased significantly in recent years and continue to fluctuate with commodity pricing. Given the length of fencing anticipated for this project, Century West recommends monitoring fencing prices early and regularly during the planning and design phases to allow the Port and FAA to accurately budget for construction. The construction phase is expected to rely on FAA discretionary funding, which varies annually and is influenced by bid outcomes at other airports statewide. While this project addresses safety and is

therefore well-positioned for funding, there remains a possibility that full discretionary funding may not be available in 2029. **Century West anticipates maintaining regular coordination with the Port's project manager (Tom Richards) regarding anticipated construction costs during planning and design to secure appropriate funding.**

## Pavement Rehabilitation Project

The potential challenges, concerns, solutions, and opportunities identified for the Prosser Airport Pavement Rehabilitation Project are also applicable to this project at Richland. A key distinction is the increased complexity of developing a safety and phasing plan that minimizes operational impacts, given Richland Airport's more complex runway and taxiway network and higher frequency of operations, including medical flights. Coordination with Quentin, Sundance Aviation (FBO), and Life Flight will be critical during development of the safety and phasing plan. **Century West would also propose a public meeting at Richland Airport to communicate project benefits and mitigation of impacts to inform and navigate interface with Airport users.**

## 3. Project/FAA Experience

Century West regularly participates in industry review of draft airport Advisory Circulars prior to publication. Our team closely follows changes in FAA standards and requirements that affect our clients and projects. This experience makes us an effective liaison between our clients and FAA staff. We offer extensive history working with your FAA Seattle ADO representatives and will use this familiarity to navigate federal requirements and deliver your projects.

### FAA AIP Grant Funding Experience

All our aviation projects involve FAA and/or state funding, and we are thoroughly familiar with all technical requirements for state/federal grant processes. Beyond technical knowledge, we have developed a level of trust with these agencies based on years of providing consistently high-quality products while representing the interests of our airport clients. This has resulted in efficient projects and well-coordinated, sustainable success in funding airport improvement projects.

We are well-versed in FAA financial programs, including AIP Non-Primary Entitlements (NPEs), BIL funding, discretionary, and state apportionment sources, and routinely assist clients with grant applications, reimbursement forms, Delphi submissions, DBE program management, design reports, construction reports, and project closeout documentation. We also have extensive experience navigating WSDOT grants to supplement FAA funding.

As part of the National Plan of Integrated Airport Systems (NPIAS), airports receiving FAA grant funding, must comply with grant assurances and FAA administrative requirements. Century West routinely provides these services for our aviation clients.

#### Century West's FAA Administration Experience

- FAA Grant Preparation & Administration
- Grant application/management
- Preparation of FAA Reimbursement Requests for Port Finance
- Annual CIP project list and data sheet development
- Joint Planning Conference (JPC) meetings
- DBE goal development/reporting
- Quarterly/annual reporting

### FAA AIP Construction Experience

Century West offers a depth of qualified inspectors with extensive FAA AIP experience. Construction management and inspection are standard components of our aviation services, and our approach is to assign and carry forward the staff involved in design into the inspection phase. This familiarity with the project helps manage the contractor in the field and keep them on target with the intent of the design and improvements. We assign our senior staff to manage and coordinate construction, as well as oversee the inspection personnel. Assigning senior staff ensures success as their experience level is critical for interfacing and managing the high pressure and time sensitive needs with the contractor.

We understand that the necessary documentation and approvals required by the FAA for AIP construction projects are critical to keeping the construction moving without delays and ensuring that the project and grant closeout can be completed smoothly. We also work closely with the ADO representatives throughout the construction process to ensure that any unforeseen change order items are approved by the FAA and will be eligible for AIP funding.

### FAA Environmental Requirements

Century West has extensive experience with NEPA environmental requirements and FAA orders 1050.1F and 5050.4B, in addition to state and other local environmental permitting processes. As the emphasis on the environmental review of projects increases and programs dictate multi-year FAA reviews, this expertise and experience is vital to your projects moving forward.

We are intimately familiar with the guidance that the FAA employs for NEPA and are experienced working within FAA protocols for project execution and documentation from planning through the final delivery process, including construction. Our combined expertise helps to streamline the review process through thorough field assessments, clear and concise technical reports, effective graphics, and focused, constructive discussions to address agency questions and concerns.

## Recent Successful Experience

The following projects are expanded descriptions of recent projects and on-call contracts that are most similar to the work we expect to do at Richland and Prosser Airports. We have a proven track record in airport engineering and planning, which enables us to provide added value to your Airports.

### Port of Benton

#### Richland Airport Pavement Rehabilitation Project

Century West provided the design engineering, bidding, and construction administration services for the Port of Benton's Pavement Rehabilitation project at Richland Airport. The project included crack repair and fog sealing on all airport pavement, and installation of new pavement markings across the Airport. The previous asphalt pavement surface had been exhibiting weathering with both longitudinal and transverse cracking, but was not failing structurally. Century West assessed various methods of rehabilitation, and made a recommendation, based on the Airport's needs. This recommendation was approved by the Port of Benton and FAA, and incorporated into the design. After design and bidding were complete, Century West provided construction administration services for this project. Construction was successfully completed in October 2024.



#### Airport Runway & Taxiway Electrical Replacement

Century West assisted the Port of Benton with design, bidding, and inspection during the project's construction to replace all the Port-owned electrical systems and fixtures at the Richland Airport. The replacements included edge lights, PAPIs, REILs, wind cones for both runways, and all taxiway edge lighting at the Airport. Significant electrical room improvements and an emergency generator were also constructed as part of the project. Since construction of the edge lighting occurred adjacent to the runways and taxiways, the construction phase required closing all runways and taxiways to aircraft traffic. This project involved a relatively complex construction phasing plan to ensure that pilots had access to at least one runway during construction, as well as weekly progress communications between the Port/Century West team and Airport users. The project was designed in 2021 and constructed in 2022. The project received the WAMA 2022 Project of the Year award.



#### Prosser Airport Pavement Rehabilitation & Electrical Replacement Design

Century West provided engineering design and bidding services for the Pavement Rehabilitation and Electrical Replacement Project at Prosser Airport on behalf of the Port of Benton. The project includes crack repair and fog slurry sealing of all runway, taxiway, taxilane, and apron pavements, along with restoration of pavement markings, following the previous slurry seal treatment. Electrical improvements include replacement of aging airfield lighting, signage, Port-owned PAPIs and REILs, primary and supplemental wind cones, pavement edge reflectors, and associated electrical system components. Improvements transition existing systems to LED-compatible infrastructure to improve reliability, safety, and operational efficiency while maintaining FAA-compliant layouts. Bids were opened in summer 2025, and construction will occur in May 2026. Century West is contracted to assist the Port with inspection services during construction. Upon completion of the design, Century West actively assisted the Port in obtaining discretionary funding from the FAA to help fund the construction phase of this project.

## Pearson Field Airport – Runway Asphalt Reconstruction & Pavement Rehabilitation Projects

Century West provided the design, bidding, and construction administration services for the City of Vancouver’s Runway Pavement Rehabilitation project at Pearson Field. The project included mill and overlay of the existing runway pavement, replacement of runway lighted guidance signs and PAPI units, and installation of new pavement markings. The previous runway asphalt pavement surface had been exhibiting weathering with both longitudinal and transverse cracking but was not failing structurally. Century West assessed various methods of rehabilitation, and made a recommendation, based on the Airport’s needs and funding capabilities. The City of Vancouver and FAA accepted Century West’s recommendation for an asphalt mill and overlay, and the project was designed accordingly. Upon completion of the design, Century West actively assisted the City in obtaining discretionary funding from the FAA to help fund construction of the runway pavement rehabilitation project, which would have otherwise have been delayed another year.



## Bend Municipal Airport – Helicopter Operations Area

Bend Municipal Airport has seen a dramatic increase in helicopter operations over the past ten years, with helicopter traffic now accounting for half of the airport’s 140,000 annual operations. This growth created safety challenges due to the mix of fixed-wing and rotorcraft traffic. Century West conducted the FAA EA, including updated air traffic and noise analyses, and completed a 30% design to assess site impacts. Our team also extended water, sewer, and storm facilities over 3,000 feet to support the new development. Funded by FAA and Connect Oregon grants, along with City contributions, the HOA became the first major project programmed from the AMP. Century West also oversaw construction inspection to ensure successful completion.



## McMinnville Municipal Airport – Fencing & Wind Cone Project

This 2024–2026 project includes installation of 6-foot-tall security fencing along the northern Airport property limits in areas where fencing did not previously exist, as well as replacement of the existing 3-foot-tall fence with FAA-approved 6-foot-tall security fencing. The project also includes installation of a supplemental wind cone at the Runway 4 threshold to complement the existing primary wind cone at the Runway 22 threshold. These improvements enhance perimeter security and improve operational safety at the Airport.

## ODAV – Pavement Maintenance Program | Statewide, OR

Century West administers ODAV’s PMP, performing programming, inspection, design, bidding, and construction management services for more than a dozen Oregon public-use airports annually. Programmed projects address pavement maintenance needs in a rigorous, cost-effective manner using pavement maintenance methods such as crack sealing, patching, and surface sealing. Century West’s project manager, James Kirby, uses his inspection, design, and project management experience to guide the program through all project phases. In addition to James, many Century West staff have participated in this unique program’s design and construction management phases with cumulative experience in most of the public-use airports in the state.



# Capability to Meet Schedules and Deadlines

Century West has the staff availability and firm capacity to proceed with all aspects and phases of your upcoming proposed projects from programming to design, bidding, construction inspection, and close out. We offer the availability and capability to furnish qualified staff and inspectors for all phases of work and meet required project schedules. **The team presented in this proposal is available and committed to the successful delivery of your upcoming projects**, and our flexible staffing model ensures we can respond quickly to shifting priorities or unplanned needs.

Our firm has an outstanding record when it comes to meeting project delivery deadlines. All of the projects we have under contract have durations of two to 18 months. This means that every month we finish some projects, we have several projects ongoing, and we start other new projects. We have the capacity, staff, and resources to complete multiple, simultaneous projects, and we do so on a regular basis. Over the last several years, our aviation staff has completed numerous concurrent projects a year, and each project was completed on time to meet client schedule requirements. This record of performance demonstrates our capacity to manage and produce concurrent projects. Specific to your upcoming anticipated projects, our proposed team has ample capacity to meet your facility needs. Additionally, our subconsultants offer appropriate capacity for their roles on projects.

## Airport Projects Delivered on Time & within Budget

The table below page highlights just a few of our projects completed on time and within budget for our aviation clients throughout the Pacific Northwest.

Construction Cost Versus Consultant's Original Estimated Construction Costs		
<b>Lake County Taxiway A Reconstruction</b> <input checked="" type="checkbox"/> Completed on Schedule and within Budget Bid Date: May 2021 Construction Date: Spring-Summer 2022	Engineer's Construction Estimate: \$3.3 million Low Bid Construction Estimate: \$3.2 million Average Bid Construction Estimate: \$3.2 million (one bidder)	Difference from Engineer's Estimate: -3%
<b>Lexington Seal Coat &amp; REIL Installation</b> <input checked="" type="checkbox"/> Completed on Schedule and within Budget Bid Date: March 2021 Construction Date: Summer 2021	Engineer's Construction Estimate: \$615,000 Low Bid Construction Estimate: \$575,000 Average Bid Construction Estimate: \$590,000 (two bidders)	Difference from Engineer's Estimate: -7%
<b>Bend Seal Coat &amp; Guidance Sign</b> <input checked="" type="checkbox"/> Completed on Schedule and within Budget Bid Date: March 2022 Construction Date: Summer 2022	Engineer's Construction Estimate: \$1.50 million Low Bid Construction Estimate: \$1.35 million Average Bid Construction Estimate: \$1.35 million (one bidder)	Difference from Engineer's Estimate: -10%
<b>Ashland Taxiway A Reconstruction</b> <input checked="" type="checkbox"/> Completed on Schedule and within Budget Bid Date: March 2022 Construction Date: Summer 2022	Engineer's Construction Estimate: \$2.75 million Low Bid Construction Estimate: \$2.60 million Average Bid Construction Estimate: \$2.75 million (three bidders)	Difference from Engineer's Estimate: -5%
<b>Auburn Runway Rehabilitation</b> <input checked="" type="checkbox"/> Completed on Schedule and within Budget Bid Date: December 2023 Construction Date: Summer 2024	Engineer's Construction Estimate: \$3.6 million Low Bid Construction Estimate: \$3.3 million Average Bid Construction Estimate: \$3.4 million (two bidders)	Difference from Engineer's Estimate: -8%

## Recent FAA-Funded Airport Design & Construction Experience

Century West has an outstanding record of serving and advising airport clients; planning and designing improvements; delivering successful projects; and providing responsive service. Our client references are a testament to the success of our relationships, projects, and services we provide to airport entities. The following is a table of projects Century West has performed at general aviation airports within the last three years. These projects represent FAA AIP funded projects.

Airport Projects	Project Manager	Dates	Airport Contact	Phone
<b>PROSSER AIRPORT (PORT OF BENTON); PROSSER, WA</b>				
Hangar Taxilane Construction, Pavement Rehabilitation and Electrical Replacement	Bryan Condon, PE	2021-2024	Quentin Wright	509.375.3060
<b>RICHLAND AIRPORT (PORT OF BENTON); RICHLAND, WA</b>				
Electrical Replacement, Pavement Rehabilitation	Bryan Condon, PE	2021-2024	Quentin Wright	360.487.8430
<b>AUBURN MUNICIPAL AIRPORT; AUBURN, WA</b>				
PAPI Installation	Greg Reince, PE	2022-2024	Tim Mensonides	253.288.4332
AWOS, Beacon, & Generator Installation	Greg Reince, PE	2023-ongoing	Tim Mensonides	253.288.4332
Runway Rehabilitation, Runway Extension & Drainage Improvements	Greg Reince, PE	2021-ongoing	Tim Mensonides	253.288.4332
<b>BEND MUNICIPAL AIRPORT; BEND, OR</b>				
Taxilane Pavement Rehabilitation	Tom Headley, PE	2024-ongoing	Tracy Williams	541.693.2168
Taxiway A & B Rehabilitation & MITL Design	Tom Headley, PE	2024-ongoing	Tracy Williams	541.693.2168
<b>BOWERMAN AIRPORT (PORT OF GRAYS HARBOR); HOQUIAM, WA</b>				
Taxilanes & GA Apron Rehabilitation	Dan Barclay, PE	2023-ongoing	Randy Lewis	360.533.9513
<b>BREMERTON NATIONAL AIRPORT; BREMERTON, WA</b>				
Taxiway Relocation/Apron Rehabilitation	Greg Reince, PE	2021-2023	Monroe Whitman	360.403.3471
South Hangar Site Development	Greg Reince, PE	2019-ongoing	Monroe Whitman	360.403.3471
Airfield Lighting Improvements	Greg Reince, PE	2018-2023	Warren Hendrickson	360.528.8050
<b>DAVENPORT MUNICIPAL AIRPORT; DAVENPORT, WA</b>				
Runway 6-24 PAPI and AWOS III P-T -Design	Tom Headley, PE	2024-2025	Steve Goemmel	509.725.4352
Runway 5-23 Extension	Tom Headley, PE	2019-2022	Steve Goemmel	509.725.4352
<b>HILLSBORO AIRPORT (PORT OF PORTLAND); HILLSBORO, OR</b>				
Runway 13R-31L Southern Reconstruction & Taxiway A Rehabilitation	Bryan Condon, PE	2024-ongoing	Grant Evenhus	509.725.4352
Taxiway B Reconstruction and Exit A5 Relocation	Bryan Condon, PE	2024-2025	Grant Evenhus	509.725.4352
<b>LEXINGTON AIRPORT; LEXINGTON, OR</b>				
Taxiway D Design & Construction Services	Greg Reince, PE	2022-2023	Sandi Pointer	541.989.9500
Power & Fiber Design & Construction Services	Greg Reince, PE	2023	Sandi Pointer	541.989.9500
PAPI Relocation Environmental, Design, & Construction	Greg Reince, PE	2024-current	Sandi Pointer	541.989.9500

Airport Projects	Project Manager	Dates	Airport Contact	Phone
<b>LAKE COUNTY AIRPORT; LAKEVIEW, OR</b>				
SEAT Base Environmental, Design, & Construction	Greg Reince, PE	2022-current	David Berman	541.947.6071
Taxiway B Design & Construction	Greg Reince, PE	2023-2024	David Berman	541.947.6071
Taxiway A Reconstruction Design & Construction Services	Greg Reince, PE	2020-2022	David Berman	541.947.6071
<b>MCMINNVILLE MUNICIPAL AIRPORT; MCMINNVILLE, OR</b>				
Fence & Windcone Environmental Services, Design & Construction Management	Bryan Condon, PE	2023-ongoing	John Paskell	971.461.8616
Apron Reconstruction Design & Construction	Bryan Condon, PE	2018-2022	John Paskell	971.461.8616
<b>OCEAN SHORES AIRPORT; OCEAN SHORES, WA</b>				
Obstruction Removal EA Design & Construction	Melanie Johansen, PE	2022-2023	Scott Andersen	360.589.0797
<b>ODESSA MUNICIPAL AIRPORT; ODESSA, WA</b>				
Lighted Wind Cone Replacement	Melanie Johansen, PE	2024-ongoing	Stan Dammel	509.660.3024
Apron Tiedown	Melanie Johansen, PE	2021-2023	Stan Dammel	509.660.3024
<b>OLYMPIA REGIONAL AIRPORT (PORT OF OLYMPIA); TUMWATER, WA</b>				
Runway Rehabilitation	Greg Reince, PE	2024-ongoing	Chris Paolini	360.528.8074
<b>PAINE FIELD (SNOHOMISH COUNTY); EVERETT, WA</b>				
East Apron & Taxiway F Rehabilitation	Greg Reince, PE	2022-2024	Kevin Latshaw	425.388.5122
<b>PEARSON FIELD AIRPORT; VANCOUVER, WA</b>				
Terminal Building Renovation Project	Bryan Condon, PE	2025-ongoing	Meredith Fox	360.487.8430
Electrical Replacement Design & Construction	Bryan Condon, PE	2022-2025	Meredith Fox	360.487.8430
<b>THUN FIELD (PIERCE COUNTY); SOUTH HILL, WA</b>				
EA & Preliminary Engineering Design for Future Airport Improvements	Bryan Condon, PE	2022-2023	Nick Lascina	253.798.3098
<b>PORT OF WHITMAN BUSINESS AIR CENTER (PORT OF WHITMAN COUNTY); COLFAX, WA</b>				
Fuel Tank Installation (PH 1: NEPA Coordination)	Greg Reince, PE	2025-ongoing	Kara Riebold	509.288.0179
Hangar Site Development	Alec Fransen, PE	2025-ongoing	Kara Riebold	509.288.0179
Pavement Maintenance	Greg Reince, PE	2022-2024	Kara Riebold	509.288.0179
Beacon Demolition/Installation	Greg Reince, PE	2023-2024	Kara Riebold	509.288.0179
<b>SANDERSON FIELD (PORT OF SHELTON); SHELTON, WA</b>				
Taxiway Maintenance	Dan Barclay, PE	2023-ongoing	Brandon Palmer	360.426.1151
<b>SEQUIM VALLEY AIRPORT; SEQUIM, WA</b>				
Runway 9-27 Rehabilitation	Greg Reince, PE	2022-2024	Andy Sallee	360.670.3083
<b>SOUTHWEST WASHINGTON REGIONAL AIRPORT; KELSO, WA</b>				
Runway 12-30 Rehabilitation	Melanie Johansen, PE	2023-ongoing	Craig Stommel	360.261.8268
Fuel Facility	Dan Barclay, PE	2022-2024	Craig Stommel	360.261.8268
Apron/Taxilane Reconstruction	Melanie Johansen, PE	2023-2024	Craig Stommel	360.261.8268

Airport Projects	Project Manager	Dates	Airport Contact	Phone
<b>WILLIAM R. FAIRCHILD INTERNATIONAL AIRPORT (PORT OF PORT ANGELES); PORT ANGELES, WA</b>				
Hangar Development Site Prep - Phase 1	Melanie Johansen, PE	2023-ongoing	James Alton	360.417.3437
Taxiway Rehabilitation and Reconfiguration	Melanie Johansen, PE	2019–ongoing	James Alton	360.417.3437
Runway 8-26 Rehabilitation	Melanie Johansen, PE	2019–2024	James Alton	360.417.3437
<b>WILBUR AIRPORT (TOWN OF WILBUR)</b>				
Tiedown Apron	Elizabeth Newton, PE	2021-2024	Melissa Bulger	509.647.5821

## 4. References

**Pearson Field Airport**

**Meredith Fox**  
 Airport Manager  
 City of Vancouver  
 360.904.9007  
[meredith.fox@cityofvancouver.us](mailto:meredith.fox@cityofvancouver.us)

**McMinnville Municipal Airport**

**John Paskell, C.M.**  
 Airport Manager  
 City of McMinnville  
 971.461.8616  
[john.paskell@mcminnvilleoregon.gov](mailto:john.paskell@mcminnvilleoregon.gov)

**Lewis County**

**Russell Morton**  
 Airport Operations Manager  
 Lewis County  
 360.864.4966  
[russell.morton@lewiscountywa.gov](mailto:russell.morton@lewiscountywa.gov)

**Hillsboro Airport**

**Grant Evenhus**  
 Project Manager  
 Port of Portland  
 503.415.6249  
[Grant.Evenhus@portofportland.com](mailto:Grant.Evenhus@portofportland.com)

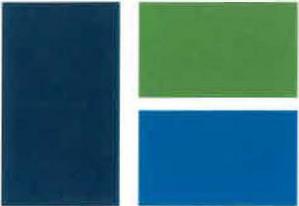
## 5. Additional information

### Affirmative Action Program

Century West maintains a firm policy of equal employment opportunity. Employment decisions at Century West are based on merit, qualifications, abilities, and eligibility to work in the United States to provide all individuals equal employment and advancement opportunities. Century West treats their employees without regard for race, color, religion, sex, sexual orientation, national origin, age, physical and mental disability, marital status, veteran status, or any other characteristic protected by applicable state, local, and federal laws. This employment opportunity philosophy applies to all aspects of employment with Century West, including recruiting, hiring, training, transfer, promotions, job assignments, benefits, compensation, discipline, dismissal, educational assistance, and social and recreational activities. When considering staffing additions, our firm actively seeks to increase the number of women and minority candidates. We make this effort with active solicitation through local newspapers, job seeker websites, and our company website.

### DBE Participation

Century West is certified by the Washington State Office of Minority and Women's Business Enterprises (OMWBE) as a Small Business Enterprise (SBE #S000026280). As a small business, Century West understands the importance of fostering partnerships with Disadvantaged, Minority, Women, and Emerging Small Business (D/M/W/ESB) firms. While a formal DBE goal has not been identified for the projects specified in the RFQ, if a future project requires a DBE goal that the teaming arrangements we have presented can not currently fulfill, Century West has strong relationships established with dozens of state and federally certified DBE firms throughout the Pacific Northwest and can make adjustments accordingly.



Appendix

## Exhibit A: WSDOT Audited Indirect Cost Rate Approval

*page intentionally left blank*

**EXHIBIT "A"**  
**AUDITED INDIRECT COST**  
**RATE APPROVAL**

I certify that (name of firm) Century West Engineering Corporation has a current Washington State Department of Transportation (WSDOT) audited indirect cost rate approval letter or a letter with a provisional approved rate in compliance with WSDOT Local Agency Guidelines (LAG). I understand that this is a requirement to respond to this Request for Qualifications (RFQ) and my firm will be disqualified and considered non-responsive for this solicitation if the awarding agency finds that the audit has not taken place and approval of said rate has not been given by WSDOT.

I'm an authorized signatory for the firm stated above and am at least 18 years of age.

Prime consultant/sub-consultant (circle one)



\_\_\_\_\_  
(Signature)

February 6, 2026

\_\_\_\_\_  
(Date)

**EXHIBIT "A"**  
**AUDITED INDIRECT COST**  
**RATE APPROVAL**

I certify that (name of firm) Environmental Science Associates has a current Washington State Department of Transportation (WSDOT) audited indirect cost rate approval letter or a letter with a provisional approved rate in compliance with WSDOT Local Agency Guidelines (LAG). I understand that this is a requirement to respond to this Request for Qualifications (RFQ) and my firm will be disqualified and considered non-responsive for this solicitation if the awarding agency finds that the audit has not taken place and approval of said rate has not been given by WSDOT.

I'm an authorized signatory for the firm stated above and am at least 18 years of age.

Prime consultant sub-consultant (circle one)



---

(Signature)

16 JANUARY 2026

---

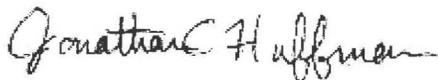
(Date)

**EXHIBIT "A"**  
**AUDITED INDIRECT COST**  
**RATE APPROVAL**

I certify that (name of firm) Geotechnical Resources, Inc. (GRI) has a current Washington State Department of Transportation (WSDOT) audited indirect cost rate approval letter or a letter with a provisional approved rate in compliance with WSDOT Local Agency Guidelines (LAG). I understand that this is a requirement to respond to this Request for Qualifications (RFQ) and my firm will be disqualified and considered non-responsive for this solicitation if the awarding agency finds that the audit has not taken place and approval of said rate has not been given by WSDOT.

I'm an authorized signatory for the firm stated above and am at least 18 years of age.

Prime consultant/sub-consultant (circle one)



\_\_\_\_\_  
(Signature)

January 20, 2026

\_\_\_\_\_  
(Date)

**EXHIBIT "A"**  
**AUDITED INDIRECT COST**  
**RATE APPROVAL**

I certify that (name of firm) Psomas has a current Washington State Department of Transportation (WSDOT) audited indirect cost rate approval letter or a letter with a provisional approved rate in compliance with WSDOT Local Agency Guidelines (LAG). I understand that this is a requirement to respond to this Request for Qualifications (RFQ) and my firm will be disqualified and considered non-responsive for this solicitation if the awarding agency finds that the audit has not taken place and approval of said rate has not been given by WSDOT.

I'm an authorized signatory for the firm stated above and am at least 18 years of age.

Prime consultant (sub-consultant) (circle one)



\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
January 14, 2026

(Date)

**EXHIBIT "A"**  
**AUDITED INDIRECT COST**  
**RATE APPROVAL**

I certify that (name of firm) Plateau Archaeological Investigations  
dba Plateau CRM has a current Washington State Department of Transportation (WSDOT) audited indirect cost rate approval letter or a letter with a provisional approved rate in compliance with WSDOT Local Agency Guidelines (LAG). I understand that this is a requirement to respond to this Request for Qualifications (RFQ) and my firm will be disqualified and considered non-responsive for this solicitation if the awarding agency finds that the audit has not taken place and approval of said rate has not been given by WSDOT.

I'm an authorized signatory for the firm stated above and am at least 18 years of age.

Prime consultant/sub-consultant (circle one)



\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
January 23, 2026

(Date)

*page intentionally left blank*





**IDAHO**

COEUR D'ALENE  
SANDPOINT

**WASHINGTON**

BOTHELL  
ELLENSBURG  
FEDERAL WAY  
SPOKANE  
VANCOUVER

**OREGON**

BEND  
PORTLAND

[www.centurywest.com](http://www.centurywest.com)