

**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)

Toby Epler, PE

Print Name of Authorized Official

J-U-B ENGINEERS, Inc.

Company Name

3611 South Zintel Way

Address

(509) 783-2144

Phone Number

bhoppe@jub.com

E-Mail Address

02/06/2026

Date

Vice President & Aviation Services Group Mgr.

Title of Authorized Official

Ben Hoppe, PE

Contact Person

Kennewick, WA, 99337

City, State, Zip

N/A

Fax Number

82-0290774

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](#)

J-U-B FAMILY OF COMPANIES



THE  
LANGDON  
GROUP



J-U-B ENGINEERS, INC.



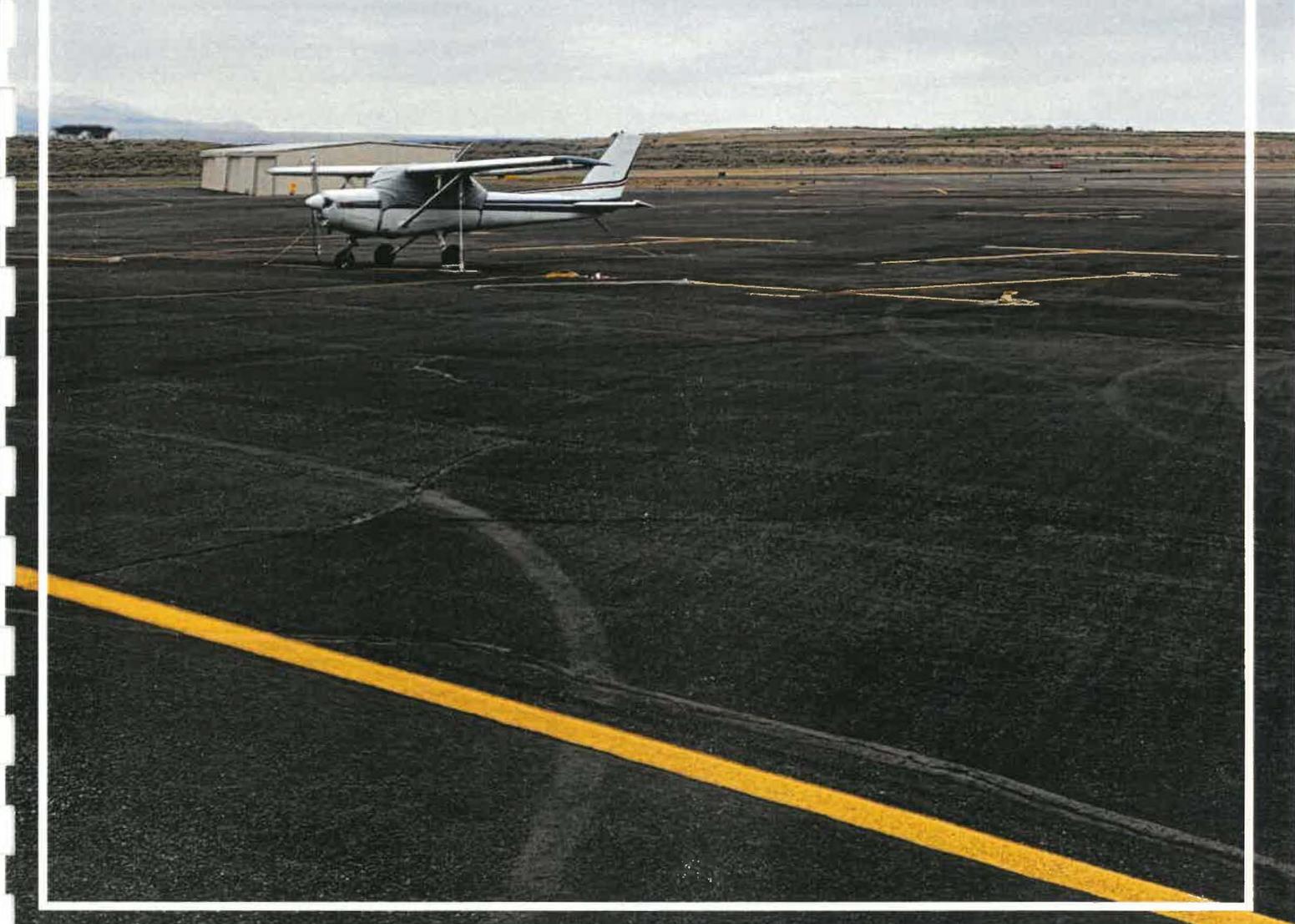
GATEWAY  
MAPPING  
INC.

Statement of Qualifications for the

# PORT OF BENTON

## AIRPORT ENGINEERING CONSULTANT FOR RICHLAND AIRPORT AND PROSSER AIRPORT

*February 6, 2026*



HELPING EACH OTHER  
CREATE BETTER COMMUNITIES

J-U-B FAMILY OF COMPANIES



THE  
LANGDON  
GROUP



J-U-B ENGINEERS, INC.



GATEWAY  
MAPPING  
INC.

February 6, 2026

Port of Benton  
3250 Port of Benton Blvd.  
Richland, WA 99354

**RE: Statement of Qualifications for Airport Engineering Consultant**

Dear Quentin and Selection Committee,

It's difficult to express how excited we are to have the opportunity to work with the Port of Benton again at the Richland and Prosser Airports. In our recent discussions to reconnect with your staff and commission, we were reminded of how much we enjoyed working with the Port for so many years.

We've taken a lot of time to discuss and understand the priorities at your airports. We've spoken with staff, commission, tenants, and stakeholders. This is because we believe it's essential to listen to our clients and their goals before jumping right into projects. We want to understand the challenges you're up against and your vision for the future. Then, we can assemble a team with the right experience to help that vision become a reality.

There are many things to consider when choosing your next airport engineer. The truth is that most consulting firms you will hear from are perfectly qualified to provide the engineering service you need. So, ask yourself what is most important beyond just the engineering aspect, perhaps the working relationship, advocacy for funding, the ability to represent your interests, and the commitment to being a true community partner.

**J-U-B ENGINEERS, Inc. (J-U-B)** is proud to be the only aviation-specific engineering consultant in the Tri-Cities. We've been in the community since 1977 and served the Port of Benton for over 25 years. We raise our families here, and give back by volunteering our time and money throughout the region. While simply being local is not a reason to choose an engineering firm, these qualities create a deeper and more meaningful understanding of our local airports, and they ingrain in us a passion for providing quality service in our community that will be unmatched by others.

The attached Statement of Qualifications will tell you more about our team, our history and understanding of your airports, our experience, and our enthusiasm for helping our community.

We appreciate your consideration and the opportunity to work with the Port of Benton.

Sincerely,

**J-U-B ENGINEERS, Inc.**

**Ben Hoppe, PE**  
Project Manager  
bhoppe@jub.com | 509-783-2144

**Toby Epler, PE**  
Vice President / Aviation Services Group Manager  
tepler@jub.com | 208-376-7330

a. 3611 South Zintel Way, Kennewick, WA 99337  
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## Firm/Team Qualifications

### About J-U-B

**J-U-B ENGINEERS, Inc.** is a full-service, professional services corporation that specializes in **aviation**, water resources, water/wastewater engineering, municipal infrastructure, transportation and traffic design, structural engineering, electrical engineering, and storm drainage. Founded in 1954, J-U-B provides innovative ideas and responsible engineering, planning, and design services to public agencies and municipalities.

J-U-B has grown to 560+ employees in 23 offices across seven states, and we remain committed to an overlying philosophy: **Give our clients the personal service of a local firm with the depth and expertise of a national firm.**

J-U-B does not simply focus on individual projects. We work with our clients constantly to look at the bigger picture, identify solutions to your everyday challenges, and build a long-lasting professional relationship. Our goal is to become a professional resource you can count on to provide you with the best information, on time, and with your best interests in mind.

### J-U-B's Aviation Team

The J-U-B Aviation Services Group (ASG) has been providing airport design and construction engineering, planning, and environmental services in this region for over 40 years. We have over 30 full-time employees dedicated to aviation work. Our team is well-versed in airport work, from planning and preliminary design, to final design and construction administration. We have the proven ability to provide all of the aviation consulting services required to complete your airport projects successfully from start to finish. In addition, J-U-B continually works to maximize the amount of Federal and State funding our airport clients receive.

J-U-B FAMILY OF COMPANIES



J-U-B ENGINEERS, INC.



#### Headquarters:

• 2760 W Excursion Ln,  
Ste. 400,  
Meridian, ID 83642

☎ 208-376-7330

#### Local Office:

• 3611 S. Zintel Way  
Kennewick, WA 99337

☎ 509-783-2144

#### Team Contact:

**Ben Hoppe, PE, Project Manager**

✉ bhoppe@jub.com

☎ 509-539-4671

**J-U-B has completed the following projects  
for the Port of Benton:**

**TOTAL FUNDING: RICHLAND \$23M, PROSSER \$7.6M**

**4**



Hangar Development  
Projects

**7**



Pavement Maintenance  
Projects

**13**



Runway Projects

**15**



Taxiway Projects

**8**



Apron Projects

## Our Subsidiaries



**THE LANGDON GROUP**

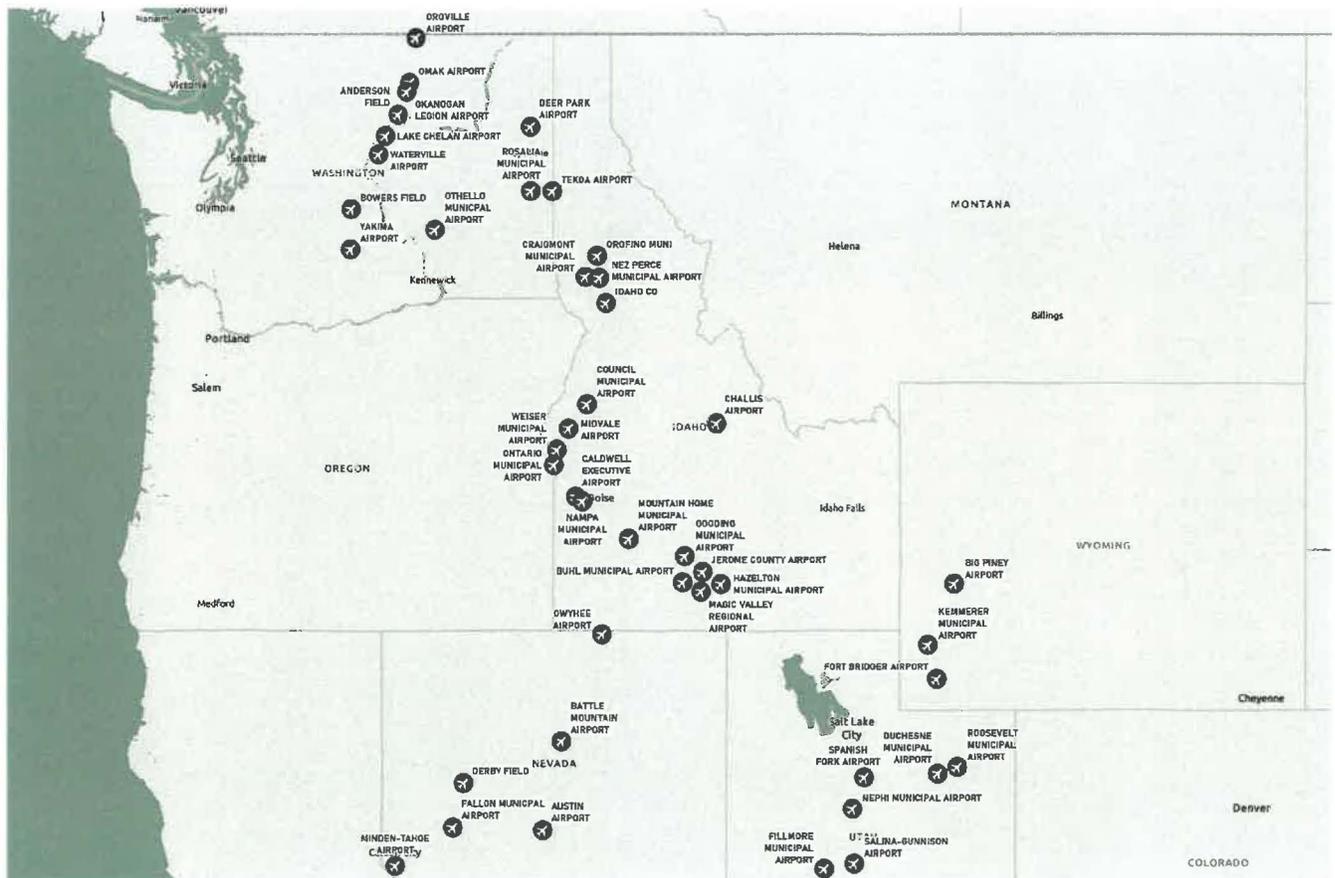
The Langdon Group, Inc. (TLG) was born in 1997 out of a need to better work with the public on complex infrastructure projects. J-U-B was navigating a challenging wastewater project and was encountering resistance from the public. In response, J-U-B initiated a pursuit to learn how to work with the public and how to successfully integrate public involvement processes and collaboration into projects. For nearly 30 years TLG has supported J-U-B by providing public involvement, facilitation, mediation, conflict management, and strategic visioning for clients. They design and conduct processes to help clients and their communities solve problems and implement solutions. TLG offers staff certified in stakeholder involvement processes by the International Association of Public Participation and trained in facilitation, mediation, and conflict resolution.



**GATEWAY MAPPING INC.**

Gateway Mapping, Inc. (GMI) has been providing Geographic Information Systems (GIS) services since 1991, and they focus on making GIS more useful and usable for their clients. Their dedicated GIS specialists have worked with a wide range of clients to develop customized GIS solutions in ways that go well beyond mapping and promote efficiency, save money, answer questions, and produce better results. GMI provides expertise in GIS planning and implementation, infrastructure management (water, sewer, storm drainage, irrigation, transportation, electrical), parcel mapping, training, software development, web and mobile application development, map production, and cemetery and asset records management. GMI is an Esri authorized business partner.

## Current Airport Clients

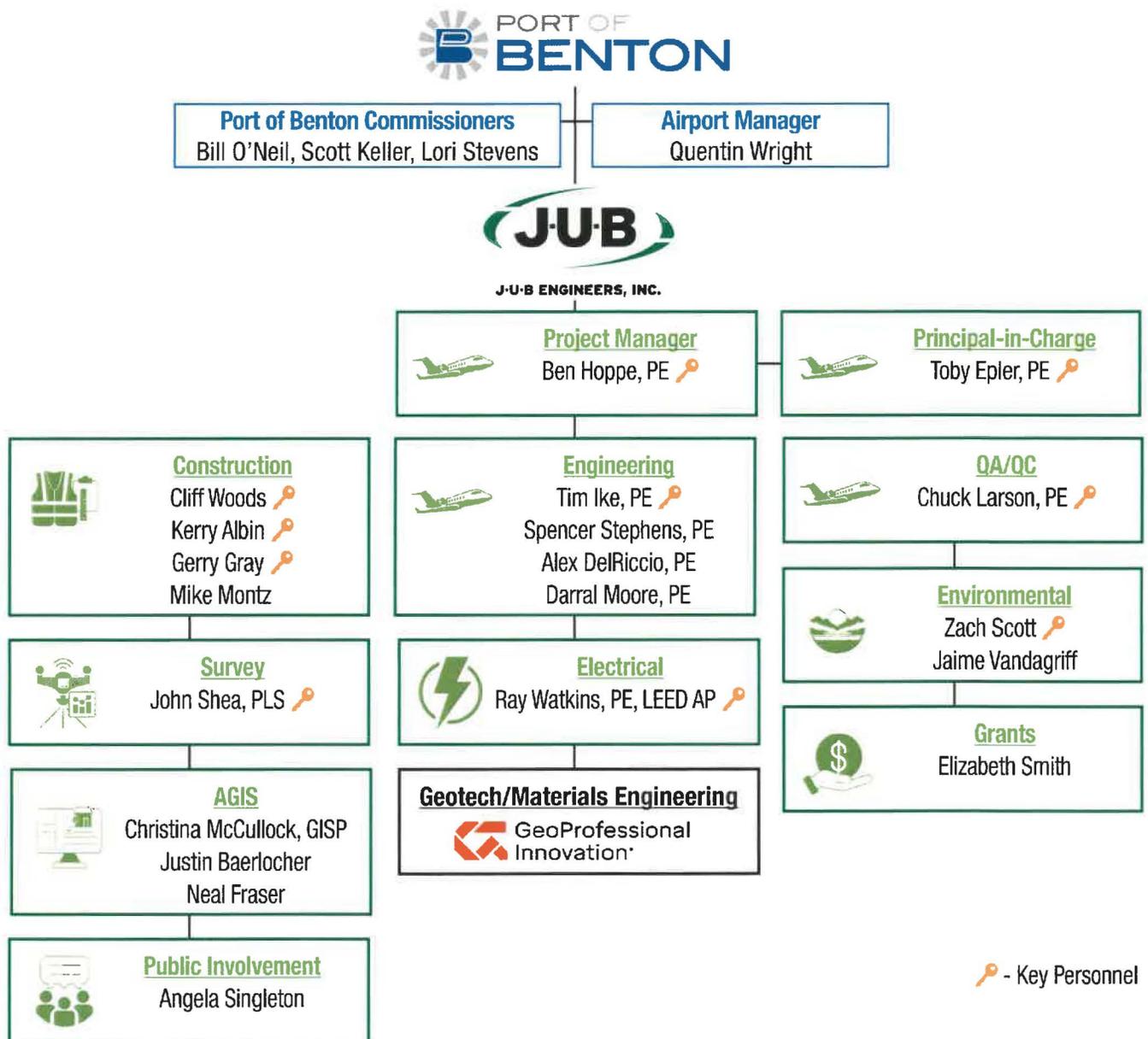


## Team Members and Responsibilities

The J-U-B team is driven by a deep sense of personal and professional integrity, demonstrating honesty, accountability, and an unwavering commitment to the Port of Benton's success. We've intentionally built this team around the unique needs of your Airports, ensuring you receive support that is knowledgeable, responsive, and consistently reliable.

Led by Ben Hoppe, PE, your team will stay focused on delivering your project goals. Ben will be your primary point of contact, guiding all planning, design, and construction efforts while tapping into the strength of our multidisciplinary experts. With decades of combined experience, a strong track record of efficiently delivering FAA-funded projects, and long-standing relationships with FAA and WSDOT staff, our team brings both technical excellence and sound judgment to every challenge.

Most of the team dedicated to the Port of Benton lives, works, and plays within 30 minutes of the Port. That proximity gives us the ability to respond quickly, address issues early, and keep projects moving smoothly. We know the people, we know the processes, and we're here locally to make things happen.



## Key Personnel Resumes



### Ben Hoppe, PE | Project Manager

**Years of Experience:** 20+; **Professional Engineer:** WA, OR; **Education:** BS, Civil Engineering, Washington State University, 2005; **Location:** Kennewick, WA

Ben has 20+ years of engineering experience, specializing in aviation and transportation. His aviation experience includes apron design, new and rehabilitated pavements, storm drainage design, access road reconstruction, hangar development, land use compatibility, and airspace analysis.

Ben has lived in the Tri-Cities since 1989 and has an intimate knowledge of the area's transportation and aviation system. He maintains an excellent working relationship with local agencies, contractors, and other members of the community. Ben is also active in several professional organizations, including the Washington Public Ports Association (WPPA), American Council of Engineering Companies (ACEC), and serves as the Section Legislative Affairs Committee Chair for the American Society of Civil Engineers (ASCE), often traveling to Olympia and Washington, D.C. to advocate for funding to support aviation and transportation infrastructure.

Ben works regularly with several neighboring port districts surrounding the Port of Benton. His knowledge of public port districts in Washington State is extremely valuable in understanding their missions, objectives, and funding opportunities. Clients like the Ports of Pasco, Walla Walla, Sunnyside, Grandview, Mattawa, and Othello will tell you that this is key to developing effective scopes and keeping projects on schedule and budget.

**Role/Responsibility:** Ben's role as Project Manager will be to coordinate and oversee projects, make certain team members have the right resources available to them, and to look at the "big picture" that best benefits the Port of Benton. Ben will make sure all projects are delivered to exceed the Port's expectations.

**Current Availability:** 20%.

### Relevant Experience:



**Othello Municipal Airport:** East End Taxiway



**Prosser Airport:** East End Taxiway



**Tri-Cities Airport:** Parking Lot Expansion



**Yakima Air Terminal:** Taxiway C Extension



**Toby Epler, PE | Principal-In-Charge**

**Years of Experience:** 23; **Professional Engineer:** PE: WA, ID, OR; **Education:** BS, Civil Engineering, University of Idaho, 2002; **Location:** Meridian, ID

Toby has a wealth of knowledge planning, coordinating, designing, and constructing complex civil/aviation projects. He has extensive project management experience gained through GA on-call service contracts. His responsibilities include overall management of planning, engineering, and construction projects. Toby has worked at airports all across the Intermountain

West over his 20 years in the industry, including Idaho and Nevada. Toby is the Corporate Manager for J-U-B's Aviation Services Group and company Vice President.

**Role/Responsibility:** As Corporate Aviation Services Group Manager, Toby is able to review, negotiate, and sign contracts, help coordinate and leverage personnel to provide adequate resources for a variety of projects.

**Current Workload Availability:** 20%

**Relevant Experience:**

**Caldwell Industrial Airport | Caldwell, ID**

- » Rehabilitate Parallel Taxiway A
- » Rehabilitate Runway 12/30 and Connector Taxiways
- » Rehabilitate GA Apron, Install Taxiway Lighting, Rehabilitate Runway Lighting

**Nampa Municipal Airport | Nampa, ID**

- » Construct Hangar Taxilanes
- » Construct Taxiways
- » Environmental Assessment Phase II

**Mountain Home Municipal Airport | Mountain Home, ID**

- » Rehabilitate Airfield Pavements
- » Replace and Install PAPI's and REIL's
- » Rehabilitate General Aviation Apron
- » Runway 10/28 Reconstruction and Parallel Taxiway Rehabilitation

**Weiser Municipal Airport | Weiser, ID**

- » Rehabilitate Runway 12/30 MIRL's and REIL's
- » Construct Snow Removal Equipment (SRE) Building



**Chuck Larson, PE | QA/QC**

**Years of Experience:** 40+; **Professional Engineer Retired:** WA, UT, ID, NC, OR, CO; **Education:** BS, Civil Engineering, University of Idaho, 1980; **Location:** Salt Lake City, UT

Chuck has 40+ years of airport engineering and planning experience from airfield projects including runway, taxiway and aprons, to landside projects such as hangars, access roads, terminals and infrastructure. Chuck managed your airport projects for more than 25 years and will use that experience to accelerate J-U-B's startup. As QC/QA Manager, Chuck will use that

vast experience to guide our team to the best solutions and products that provides quality projects for your Airport. Chuck is an instrument rated private pilot.

**Role/Responsibility:** Chuck will assist with QA/QC and constructability review on your projects.

**Current Workload Availability:** 10%

**Relevant Experience:**

**Salt Lake City International Airport | Salt Lake City, UT**

- » Atlantic Aviation FBO Facility

**Heber Airport | Heber, UT**

- » OK3 Air FBO Hangar

**Prosser Airport | Prosser, WA**

- » Southeast Hangar Taxilane
- » Master Plan Update

**Richland Airport | Richland, WA**

- » Circle Area Taxilane and Runway 1/19 Pavement Maintenance
- » Helipad Construction
- » Port-Wide Pavement Maintenance
- » Taxiway B Relocation and Circle Area Hangar Taxilane
- » Runway/Taxiway Pavement Maintenance
- » Master Plan Update



**Tim Ike, PE | Lead Engineer**

**Years of Experience:** 20+; **Professional Engineer:** WA; **Education:** BS, Civil Engineering, University of Washington, 2004; **Location:** Spokane, WA

Tim has over 20 years of general engineering experience working on all aspects of airport projects throughout Eastern Washington. Tim has specialized in airport planning and engineering projects with an emphasis on pavement design, drainage and grading, project safety and phasing, plans and specification development, construction management, and team coordination.

Tim’s airport planning and design experience includes: pavement design, grading and embankment design, runway/taxiway plan and profile design, lighting and signing and utilities design, Master Plans, ALP updates. Tim has also served as construction engineer for multiple airport projects including Runway Reconstruction, Taxiway Reconstruction, Apron Reconstruction, NAVAIDS relocation, crack repair and fog seal, utilities improvements, equipment procurement, and building projects.

**Role/Responsibility:** Tim will lead the design and construction team and work hand-in-hand with Ben to deliver projects on time and within budget.

**Current Workload Availability:** 30%

**Relevant Experience:**

**Spokane Airport (Felts Field) | Spokane, WA**

- » Fuel System

**Lake Chelan Airport | Lake Chelan, WA**

- » Apron & Taxiway Pavement Rehabilitation

**Yakima Air Terminal | Yakima, WA**

- » Taxiway C Rehabilitation

**Okanogan Legion Airport | Okanogan, WA**

- » Runway Rehabilitation

**Dorothy Scott International Airport | Oroville, WA**

- » Runway Rehabilitation



**Cliff Woods | Construction**

**Years of Experience:** 35+; **Project Management Professional:** 2139660; **Education:** BS, Project Management, Columbia Basin College, 2020; **Location:** Kennewick, WA

Cliff is an experienced and proactive Project and Construction Manager with over 35 years of expertise in heavy civil construction. He has a proven track record in Alternative Delivery, Design-Build, and Progressive Design-Build contracts. Cliff’s municipal project experience encompasses a wide range of sectors, including heavy civil infrastructure, waste treatment

facilities, public facility headquarters and service centers, aquatic and community centers, and critical facilities with complex mechanical systems. Cliff is dedicated to fostering a highly collaborative team environment and leveraging his extensive experience to make sure contractors adhere to schedules with minimal public impact.

**Role/Responsibility:** Cliff will serve as Construction Manager for your projects. He will also assist the project team as needed during the design and construction.

**Current Workload Availability:** 30%

**Relevant Experience:**

**Tri-Cities Airport | Pasco, WA**

- » Long Term Parking Lot Expansion

**Port of Othello | Othello, WA**

- » Bruce Water System – Reservoir No. 2 & Distribution System Improvements

**City of Union Gap, WA**

- » Regional Beltway Connector Phase 2A

**City of Umatilla, OR**

- » Pedestrian Bridge and Utilities Replacement



**Kerry Albin | Construction**

**Years of Experience:** 30+; **Certification:** Project Management Professional; **Education:** BA, Geology, Central Washington University, 1978; **Location:** Kennewick, WA

Kerry has over 32 years of contract administration and management experience. Kerry has a full understanding and practical experience in both construction management and observation. He oversees all aspects of the creation of construction specifications and Contract Documents, as well as the cost estimating and constructability reviews on most projects. During the construction phase of our projects Kerry is responsible for change order review and negotiations. Kerry oversees all construction observation personnel and with his vast experience lends his expertise wherever and whenever needed.

**Role/Responsibility:** Kerry will support the team by providing valuable historical insight into the Port, as well as the Prosser and Richland Airports and their past projects. He will contribute to constructability reviews and remain available to address any questions that arise throughout the course of future projects.

**Current Workload Availability:** 15%

**Relevant Experience:**

**Richland Airport | Richland, WA**

- » Circle Area Taxiway and Runway 1/19 Pavement Maintenance
- » Helipad Construction
- » Port-Wide Pavement Maintenance
- » Taxiway B Relocation and Circle Area Hangar Taxiway
- » Runway/Taxiway Pavement Maintenance

**Othello Municipal Airport | Othello, WA**

- » Pavement Maintenance

**Bowers Field | Ellensburg, WA**

- » Wetland Mitigation Construction Management

**Yakima Airport | Yakima, WA**

- » Taxiway C Rehabilitation



**Gerry Gray | Construction Observation**

**Years of Experience:** 16; **Certification:** ACI Certifications, NICET Level 2 Asphalt. Level 2 Concrete; **Location:** Kennewick, WA

Gerry is the newest addition to our aviation construction team in Kennewick. Gerry brings 16 years of construction observation experience. He specializes in federal airport infrastructure projects and has expertise in construction observation, materials testing, and compliance for multiple FAA and federally funded airport projects.

**Role/Responsibility:** Gerry will provide onsite construction observation, materials testing coordination, and material compliance.

**Current Workload Availability:** 40%

**Relevant Experience:**

**Bowers Field | Ellensburg, WA**

- » Wetland Mitigation Construction Management

**Yakima Air Terminal | Yakima, WA**

- » Runway 4/22 Rehabilitation
- » Terminal Building Modernization Ph 1A

**Richland Airport | Richland, WA**

- » Pavement Maintenance\*
- » Airport Electrical Replacement\*

**Prosser Airport Prosser, WA**

- » Taxiway Project\*

*\* Project completed under previous employer*



**John Shea, PLS | Survey**

**Years of Experience:** 37+; **Professional Land Surveyor:** WA, OR, ID, AZ, MT; **Education:** Diploma, Butte Central High School; **Location:** Kennewick, WA

John has over 37 years of surveying experience. John brings extensive experience working with difficult boundaries, retracements and right-of-way conditions, control network surveys, construction staking, platting and large-scale topographic survey mapping projects. He is adept at records research, calculations, setting up control networks, solving rights-of-way, boundary, and easement issues, including acquisitions and vacations. John utilizes both conventional and GPS surveying methods. John is fully trained in the FAA's AGIS procedures.

**Role/Responsibility:** John will direct the survey team for all survey needs.

**Current Workload Availability:** 20%

**Relevant Experience:**

**Othello Municipal Airport | Othello, WA**

- » ALP Update
- » Airport Engineering
- » Runway 7/25 Relocation Grading Improvement

**Deer Park Municipal Airport | Deer Park, WA**

- » Master Plan Update
- » Pavement Management Plan

**Prosser Airport | Prosser, WA**

- » Master Plan Update
- » Topographic Survey for AWOS
- » Topographic Survey for Pavement Maintenance

**Richland Airport | Richland, WA**

- » Taxiway A Rehabilitation
- » Taxiway B Relocation & Circle Area Hangar Phase I
- » Obstruction Mitigation
- » Master Plan Update



**Zach Scott | Environmental**

**Years of Experience:** 6; **Education:** BA, Biology, Whitworth University, 2016; **Location:** Spokane, WA

Every FAA project has some type of required environmental component. Zach will manage and compile the needed environmental documentation to keep your projects moving forward. He has worked closely with the Seattle ADO, Helena ADO, and Phoenix ADO on environmental clearances for a multitude of aviation projects

**Role/Responsibility:** Zach will assist the team with all resource evaluations, agency coordination, and environmental documentation for proposed improvements to the Airports.

**Current Workload Availability:** 40%

**Relevant Experience:**

**Spokane Airport (Felts Field) | Spokane, WA**

- » Fuel System

**Lake Chelan Airport | Lake Chelan, WA**

- » Apron & Taxiway Pavement Rehabilitation

**Yakima Air Terminal | Yakima, WA**

- » Taxiway C Rehabilitation

**Okanogan Legion Airport | Okanogan, WA**

- » Runway Rehabilitation

**Dorothy Scott International Airport | Oroville, WA**

- » Runway Rehabilitation



**Ray Watkins, PE, LEED AP | Electrical**

**Years of Experience:** 35+; **Professional Engineer:** WA, ID, OR and 7 other states; **Education:** BS, University of Idaho, 1989; **Location:** Coeur d'Alene, ID

Ray has over 35 years of electrical and control systems experience and serves as J-U-B's corporate Electrical Engineering Group Manager. He has extensive experience with airport lighting and control systems; NAVAID lighting, PAPI and REIL systems, PAALC systems; parking and ramp lighting; airfield facilities including fuel, maintenance, hangar and Snow Removal

Equipment buildings, and FAA design requirements and documentation. Additionally, Ray is an experienced construction manager providing startup and commissioning support.

**Role/Responsibility:** Ray will be the lead electrical engineer.

**Current Workload Availability:** 20%

**Relevant Experience:**

**Spokane Airport (Felts Field) | Spokane, WA**

- » Taxiway A Rehabilitation

**Spokane International Airport | Spokane, WA**

- » Snow Removal Equipment Building\*
- » ATCT Demolition and Bypass\*

**Rosalia Municipal Airport | Rosalia, WA**

- » Runway Lighting

**Walla Walla Regional Airport | Walla Walla, WA**

- » Taxiway A Reconstruction

**Anderson Field Airport | Brewster, WA**

- » Runway Lighting and Electrical Lighting Upgrade

**Deer Park Municipal Airport | Deer Park, WA**

- » N. Apron 2 & Taxiway 6

**Coeur d'Alene Airport (Pappy Boyington Field) | Hayden, ID**

- » Stancraft FBO and Hangar\*

*\* Project completed as AEI*

**Subconsultants**



**Location:** Kennewick, WA

GPI was founded by a team of geoprofessionals serving various markets throughout the intermountain west for the last three decades. GPI's differentiator stems from thriving and energetic staff seeking new heights for our clients and themselves. Staff in our Kennewick office are

in close proximity to the Port of Benton and will be supported by our engineers in our Pullman office. GPI's team of professionals continue to provide individual and team-based consulting services for numerous airports throughout the intermountain west.

This experience includes the following projects, along with dozens of others:

- » Tri-Cities Airport (PSC) Terminal Expansion - Pasco, WA
- » Pullman-Moscow Regional Airport (PUW) - Pullman, WA
- » Port of Whitman Business Air Center (S94) - Colfax, WA
- » Lewiston-Nez Perce County Regional Airport (LWS) - Lewiston, ID

Through these varied projects, they have proven skilled in a variety of soil and geologic conditions, bringing technical insight that helps drive efficient design and effective construction.

## Airport Understanding

### A History Together

J-U-B's understanding of your airports and their history is unmatched by any other engineering consultant. Over the last three decades, we've partnered with the Port of Benton to help shape both the Richland and Prosser Airports. Chuck Larson and Kerry Albin are committed to being available to guide our team with their 25+ years of experience at your airports. From taxiways and aprons to helpads and hangar development, we're proud to be part of the growth the airports experienced during this time and how they've contributed to the economic strength of our community.

More recently, the Port has done a good job of protecting and enhancing their airport assets through pavement maintenance, lighting, and apron improvements. You've positioned the airports to continue serving their users for the immediate future. Now, you face a time to ask yourself what you want the airports to look like in the years to come.

### Looking To The Future

This could be an exciting opportunity for Richland and Prosser Airports to grow into what you want. The big question is: what is the vision for the future?

To better understand this, we've taken the time to speak with Port staff, commissioners, and airport stakeholders. There may be differences in priorities among these parties, but these discussions help identify current issues, potential challenges, and future ideas from those who matter most.



*Richland Helipads*



*Prosser Airport*



*Richland East Taxilane*

The following is a summary of what we've heard from you and from others, and what we'd propose as next steps:

**Thoughts from the Port of Benton Staff**

**The Issues...**

At Richland, you've completed pavement maintenance and LED lighting upgrades. The original plan to potentially relocate the four sets of hangars which would conflict with the future 35' BRL east of Runway 1/19 has changed course due to opposition from owners. Rather, a focus on apron reconfiguration will allow for four new tie-down pads to accommodate larger corporate jets. Richland's CIP also identifies Wildlife Fencing improvements in 2028 and 2029.

At Prosser, the focus has been about how to best protect your asset. The Port was able to secure some internal funds to perform pavement repairs and crack sealing – but this was a minor band-aid in relation to the overall need. After finally receiving FAA funding, next year the airport will see more meaningful and long-term pavement rehabilitation along with lighting updates similar to Richland.

Prosser's CIP identifies new helipads and access roads in the next few years. However, with the new hospital nearby, it may be worth reevaluating the need for those operations.

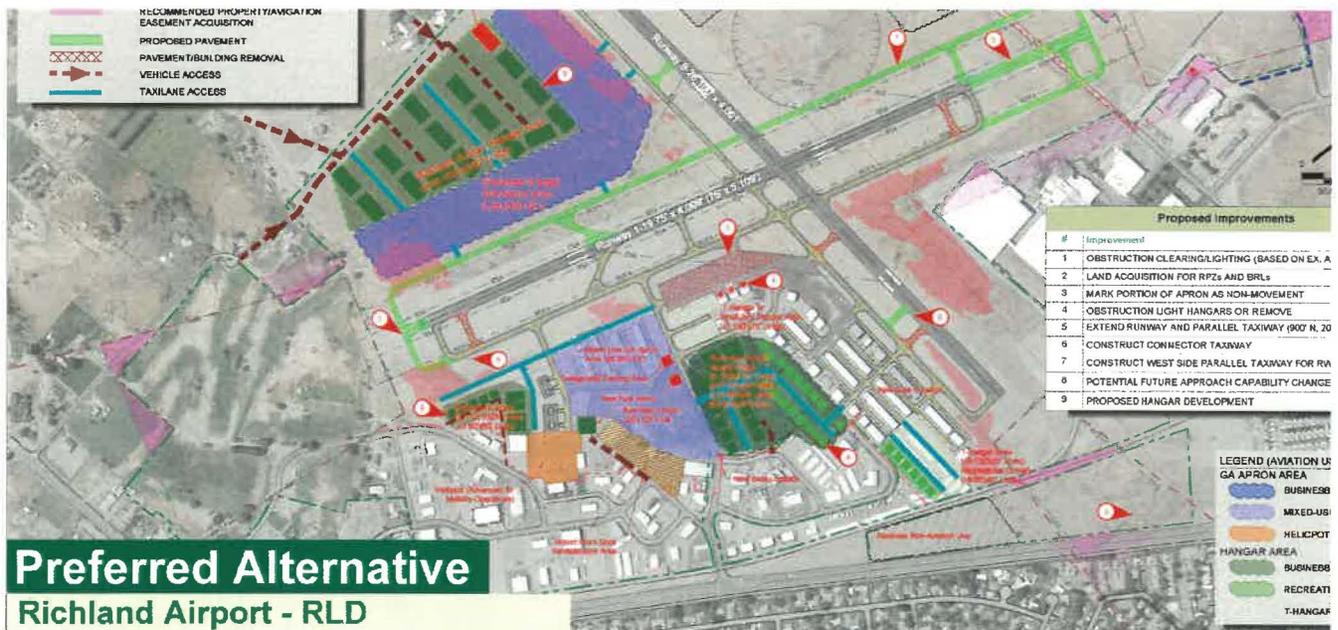
Protecting the asset of Prosser Airport also means identifying conflicts in airspace and land use as development surrounds it. It's a problem when a new gun club contributes to people shooting directly toward aircraft taking off the runway!

**The Challenges...**

With the basics of pavement maintenance and lighting now completed or funded, you have more of an opportunity than challenge. This is a perfect time to reassess what the Port really wants at both airports. And once identified, the more apparent challenges might be how to fund the projects or identify roadblocks in the way. For example, dealing with unwilling owners can be very difficult when it comes to land acquisition and hangar relocations.

**The Next Steps...**

We suggest first revisiting the Master Plan Updates at both RLD and S40. What are the things that have been completed since then? What has changed or no longer become a priority? Is there anything new that wasn't previously considered? J-U-B can walk through all of this with you to build a roadmap toward the future. The goal is to determine which projects should be prioritized and assembling a well-thought-out plan to execute them.



**Preferred Alternative**  
**Richland Airport - RLD**

## From the Port of Benton Commissioners

### *The Issues...*

In our discussions, commission identified a desire for growth at RLD. Much of this is related to attracting corporate jet traffic and larger aircraft. The aforementioned apron reconfiguration is one step toward doing this. An eventual extension to Runway 1/19 is another, although that is a significant and complex effort. An improved FBO and pilot lounge may be another way to attract these users. These all come with their own challenges, outlined further below.



A common point of discussion at RLD was hangar lease rates based on the rent study that was completed a few years ago. We know this is a sensitive issue, but it's one that may be worth addressing.

One component of the RLD Master Plan Update was expansion of the developable area to the southwest corner of the airport between Runway Ends 01 and 08. Commission envisions a potential aviation business park at this location which could cater to users supporting aviation operations, maintenance, and research and development.

Commission recognizes the different needs at Prosser as a smaller, community-focused airport. There's been discussion of a possible food truck park near Nunn Road and Hagarty Lane to attract locals and visitors alike. A new FBO facility, while simpler in scale than that of RLD, could be beneficial as well. And the planned helipad project may still be viable with increased commercial and recreational demand, despite losing some operations from the hospital.

### *The Challenges...*

Many of the projects identified by commission, while valuable, are either expensive or not traditionally funded by the FAA. Projects related to FBO improvements or food truck park, for example, may likely be considered ineligible. However, there are alternative funding sources that we have identified for other sponsors that can be used for such projects.

The issue of lease rates is mostly a public relations issue, and one that will require careful planning to make sure the tenants feel heard, but also that the Port makes educated decisions.

Larger projects like runway extensions must be carefully planned and budgeted. There are several considerations for the appropriate number of operations, land-use planning, and long-term funding. If the Port wishes to proceed with this, it will take strategic, consistent and early coordination with the FAA.

An aviation business park, or any development occurring west of Runway 1/19, will need significantly improved access. There are a few possibilities to open this area for development, explained later in the project section below.

### *The Next Steps...*

Gathering input from staff and commissioners to identify projects, in concert with revisiting potential improvements outlined in the prior master plan updates, will be a good first step toward developing your project list. Those projects which are feasible and eligible for FAA funding would eventually be coordinated with the FAA and included in your CIP for both airports. Those which are not eligible for FAA funds should be considered for further discussion through other funding sources.



## Other Users and Stakeholders

### *The Issues...*

Through other conversations, we heard similar feedback to that of commission. Stakeholders would like to see improved FBO/pilot lounge facilities, lease rate reviews, hangar development, and attracting more users. Clear minimum standards for the airports would be beneficial in setting expectations as well. Draft Rules and Regulations, and Minimum Standards were previously developed by J-U-B and can be revisited.



### *The Challenge...*

Similar to the funding challenges identified above, many of the improvements valued by tenants and stakeholders would not be funded by the FAA. It may be beneficial to educate users on the costs of airport upgrades. While everyone wants to see longer runways, better facilities, and lower operational costs, they may not understand the scope, challenges, and effort required to implement them.

### *The Next Steps...*

Our assessment is that your airport users want to be heard. Even if you are unable to meet their demands or promise certain improvements, there is value in the conversation to understand their point of view. You might consider some level of outreach to the airport community to initiate this discussion. Our Public Involvement experts can assist the Port with this facilitation.

## Potential Projects and Considerations

With the input of staff, commission, and stakeholders in mind, the following is a list of projects which the Port may choose to move forward with. As discussed, these projects would need to be vetted through staff prior to advancing them further.

### RLD Runway 1/19 Extension

This project would be a major improvement if the Port wishes to meet the future demand of larger aircraft. A runway extension would need to also consider how increased jet traffic might operate alongside future Advanced Air Mobility (AAM) as it develops. Once justified by increased operation projections, planning and design could begin to identify land acquisitions and other preparations to protect the future airspace from future non-aviation development.



### FBO Improvements

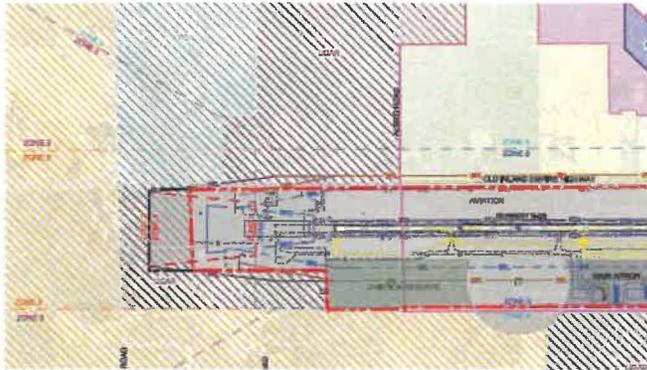
An improved FBO and pilot lounge can increase interest at your airports. For RLD, both commission and tenants have described a vision of a facility with a better view of the airport ramp area, a furnished lounge, and dual restrooms. Whether a renovation of the existing FBO or a new building, this could attract more businesses and corporate jet users which have described the current facility as “old, outdated, and unappealing”.

Prosser Airport may benefit from a smaller and more community-oriented facility.

At either airport, funding possibilities could be explored to determine an appropriate budget for the improvements. J-U-B has helped other sponsors take steps toward FBO and pilot lounge improvements through various funding sources. See Heber Airport project example for more details.

### Land Use Planning

Applicable to both RLD and S40, careful land use planning is critical to the protection of the existing and future operations of your airports. Working with the Cities of Richland, West Richland, Prosser, and Benton County to incorporate references to airports in the comprehensive plans and zoning ordinances is an important step in doing this. Ultimately, acquiring land or aviation easements will be beneficial for the extension of RLD Runway 1/19 and S40 on the Runway 08 end.



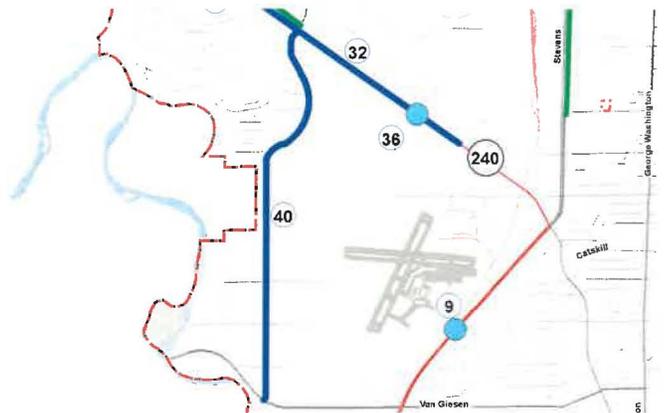
### Hangar Development and Utility Planning

As development occurs at both RLD and S40, this work would involve creating an airport business plan, minimum standards, legal descriptions for leases, and utility service planning for future hangars. This will promote growth under consistent and well-planned conditions. Existing and future taxilanes and utility extensions at developable locations will position the Port to be ready for an inevitable increase in demand. The locations which the Port chooses to develop will drive the decisions for these infrastructure extensions.



### RLD Aviation Business Park

Future development west of Runway 1/19 was identified in the latest RLD Master Plan Update. This area, while open and available, is somewhat difficult to access through the current roadway network. The City of Richland has planned to extend Kingsgate Way along the west side of the airport, which would open up development possibilities when completed. We recommend coordinating with the City to determine the timing of this planned improvement, and possibly work to accelerate this timeline if development is desired sooner.



J-U-B has recent experience planning similar aviation business park developments, including at Tri-Cities Airport in 2024 for their Aerospace Innovation and Manufacturing (AIM) Center, funded by a Washington State Department of Commerce grant for Industrial Site Readiness. (see page 18)

### Helipads and Access Road

If the Port chooses to proceed with the S40 helipads project, this is currently planned to include a gated vehicle access south of Taxiway A in the space between the two aprons. The design and construction of this project would benefit the airport by separating fixed-wing and rotary aircraft that can potentially be problematic as operations increase.



## Project/FAA Experience

### FAA Experience

J-U-B continues to grow and developed positive relationships with the FAA. We pride ourselves on maintaining solid relationships, and we regularly communicate with FAA staff. Our firm is currently working with four different FAA Airport District Offices (ADO) including the Seattle, Helena, Phoenix, and Denver ADOs. J-U-B continues to provide hands-on grant assistance and project administration services for every FAA/AIP and State project in which we are involved. A small sample of our FAA Experience with the Seattle ADO is highlighted in the table below:

**J-U-B Team Experience with FAA Seattle ADO staff**

Airports	Airport Planning	Environmental Assessment	Airport Design	Construction Administration
Prosser	✓	✓	✓	✓
Richland	✓	✓	✓	✓
Tri-Cities	✓	✓	✓	✓
Yakima		✓	✓	✓
Othello	✓	✓	✓	✓
Bowers Field			✓	✓
Lake Chelan	✓	✓	✓	✓
Deer Park	✓	✓	✓	✓

### Focus On Your Airports' Needs During Change

With ongoing changes at the FAA and on the Federal level, staying informed is essential. Our team actively tracks updates to federal guidelines, grant programs, and funding opportunities. We will keep you informed and position your projects to capitalize on emerging or last-minute federal funding.

### FAA AIP Grant Writing And Administration

J-U-B has worked with the Port in the past on your FAA Airport Improvement Program (AIP) grants and, we are fully prepared to provide full-service Grant Administration to keep the Port in compliance.

Once your Capital Improvement Plan is established, we coordinate closely with the FAA and the State to maintain visibility and secure funding for your projects.

We also monitor additional federal and state programs that may support airport-related needs such as utilities and hangar development. Our approach is proactive and advocacy-driven.

### Compliance with AIP Contract Provisions and Construction

Our team develops contract documents that incorporate all required federal provisions, including bonding, labor standards, environmental regulations, new DBE requirements, and contractor debarment criteria. During construction, we review weekly payrolls, conduct wage-rate interviews, and maintain compliance with evolving federal requirements. Our goal is to simplify the process and protect the Port from compliance risks.

### Familiarity with FAA Advisory Circulars, Standards, and Construction Process

Our knowledge of Federal standards is current and complete. J-U-B works with airports, the FAA, and the aviation community every day. Design work conforms to the applicable FAA Advisory Circulars, including Airport Pavement Design and Evaluation, Airport Design for Dimensional Criteria, and Standards for Specifying Construction of Airports with respect to the technical specifications and general provisions.

Our construction inspectors are trained specifically to be aviation experts, a rarity in our profession. Other consultants often send a fresh graduate or a generic construction inspector to your projects, who may only have experience with completely unrelated public works projects. Ours are trained professionals which are extremely familiar with FAA construction and reporting requirements, so they know to meticulously record and retain documentation for closeout and auditing purposes. Our local inspectors will be on-site on your major projects every day to stay on top of construction and ahead of issues.

## Recent Successful Experience

### Othello Municipal Airport

**Airport Sponsor:** Port of Othello, WA

**Contact:** Chris Faix, Executive Director  
509-488-2544; chris@portofothello.com

**Critical Users:** Agricultural

**J-U-B client since 2020**



**Runway 7/25 Relocation and Taxiway Reconstruction:** This project included constructing a new runway, converting the existing runway to a 35 feet wide taxiway configuration. Additionally, MIRL lighting, and PAPI's were installed. Land acquisition required for the project included more than 95 acres of property and relocation of one home. The construction was phased over a two-year period due to funding constraints. *This project was completed on time and on budget.*



**2024 Pavement Maintenance:** This BIL funded project was part of the regular pavement preservation interval to maximize the pavement life cycle for the airport. It had been approximately seven years since most of the pavement had any preservation work completed. Work consisted of crack sealing, surface treatment, and pavement marking of the existing runway, taxiways, taxilanes, and aprons. J-U-B designed, bid, and administered construction with initial scoping starting in the Fall of 2023 and construction wrapping up in the Spring of 2025. *This project was completed on time and on budget.*

### Yakima Air Terminal - McAllister Field

**Airport Sponsor:** City of Yakima, WA

**Contact:** Shelby Barrett, Airport Administrative Assistant  
509-575-6260; Shelby.Barrett@yakimawa.gov

**Critical Users:** Aviation Flight School, Cub Crafters, McAllister Museum of Aviation, FBO

**J-U-B client since 2017**



**West GA Apron:** J-U-B designed the replacement of the apron's asphalt to include milling 2-3 inches, sealing cracks using a mastic crack sealant, installing a heavy paving fabric and placement of P-401 hot mix asphalt. The existing tie-downs were removed and replaced, and the paving fabric helped reduce reflective cracking of the new asphalt. The marking plan and new aircraft tie-downs were upgraded to meet current dimensional standards. *This project was completed on time and on budget.*



**Airport Pavement Maintenance and HIRL Project:** This project included pavement marking removal, crack seal, seal coat, pavement markings, LED HIRL, cable replacement, and wind cone relocation. In order to minimize disruption to commercial service aircraft operations, the project required a six-day main runway closure. *This project was completed on time and on budget.*

### Kittitas County Airport - Bowers Field

**Airport Sponsor:** Kittitas County, WA

**Critical Users:** Air Ambulance, Skydiving Operations, FBO

**Contact:** Josh Fredrickson, Public Works Director  
509-962-7523; josh.fredrickson@co.kittitas.wa.us

**J-U-B client since 2023**



**East Taxilanes Rehabilitation and Apron Reconfiguration:** This project included maintenance of the pavement to extend the anticipated useful life as well as reconfiguration of the apron to facilitate access of larger aircraft. The pavement maintenance portions of this project included crack repair, concrete spall repair, surface treatment, and pavement markings, while the apron reconfiguration consisted of moving pavement markings and adjusting the layout of aircraft tie-down anchors. *This project was completed on time and on budget.*



**Wetland and Stream Mitigation Site Construction:** The project included pavement removal, excavation, imported topsoil/compost, installation of native wetland plants, and installation of an irrigation system for plant establishment. J-U-B coordinated with the County and previous engineer to make sure the project design intent was translated into construction. This construction project also included close coordination with the regional irrigation district to utilize an existing airport water right for irrigation of the wetland mitigation plant establishment required by the contract documents. *This project was completed on time and on budget.*

### Deer Park Municipal Airport

**Airport Sponsor:** City of Deer Park, WA

**Critical Users:** Aviation Flight School, Aircraft Maintenance, DNR, Forest Service

**Contact:** Darold Schultz, Airport Manager  
509-276-8801; deerparkairport@gmail.com

**J-U-B client since 2005**



**North General Aviation Apron Expansion and Taxilane Project:** The project consisted of constructing a 35' wide Taxilane and a large GA tie-down apron. The taxilane was designed to service future large ground lease developments while the apron would provide additional tie-down space for mid-sized jets, small GA as well as helicopters. *This project was completed on time and on budget.*



**Pavement Maintenance:** This project consisted of pavement maintenance on Runway 16/34 and GA apron. This project also included concrete crack/joint seal for an existing concrete fuel and deicing apron. *This project was completed on time and on budget.*

### OK3 Air FBO - Heber Airport

**Airport Sponsor:** City of Heber, UT

**Critical Users:** Aviation Flight School, Aircraft Maintenance

**Contact:** Alan Robertson, Airport Manager  
435-654-3962; arobertson@ok3air.com



**2025 FBO Hangar Development:** In collaboration with JRMA Associates Architects, J-U-B assisted OK3 Air in planning, developing, designing, and constructing a 32,000 SF single-story hangar building to serve larger jet aircraft including the Global 7500. OK3 Air is experiencing significant growth in private jet operations at the airport. Much of the jet traffic is winter skiing clientele, that would prefer their jet were parked in a covered, heated hangar. J-U-B provided civil site design, including apron and automobile parking, paving, grading, drainage, and utilities. The front apron was installed with ten feet of concrete and embedded with heat piping to keep the pavement from freezing.

The existing FBO building is an excellent example of a nice presentable front entrance for jet clientele, with waiting room, bathrooms, and reception. The upstairs includes office space for training and administration. *This project was completed on time and on budget.*

### Tri-Cities Airport

**Airport Sponsor:** Port of Pasco, WA

**Contact:** Stephen McFadden, Director of Economic Development and Marketing  
509-537-0524; smcfadden@portofpasco.org



**Aerospace Innovation & Manufacturing (AIM) Center:** The AIM Master Plan showcases J-U-B's ability to deliver under highly accelerated timelines while maintaining technical quality. In under four months, we developed a 1,100-page master plan for a 460-acre site at the Tri-Cities Airport. Our team evaluated traffic, cultural resources, geotechnical conditions, water, sewer, electrical, grading, zoning, environmental compliance, and FAA airspace requirements. This comprehensive approach made sure that all major infrastructure and regulatory considerations were addressed up front, allowing the Port to move quickly in positioning the site for advanced aerospace and manufacturing industries. *This project was completed on time and on budget.*

## Current And Completed Airport Projects In The Last 3 Years

Below is a list of current airport projects and those that have been completed in the last 3 years by Aviation Team Members in Washington, Oregon, and Idaho. While we do have team members all over the company, we felt that these were the most useful and similar to those planned at the Port of Benton Airports.

Project Name	Start Date	End Date	Project Manager
<b><i>Bowers Field, Kittitas County, WA   Josh Fredrickson, Public Works Director, (509) 962-7523</i></b>			
East Taxilane Pavement Rehabilitation and Apron Reconfiguration Design & Construction	2023	2025	Tim Ike
Partial Taxiway K and Associated Taxilanes and Connectors (Design)	2023	2025	Tim Ike
Wetland Mitigation Construction Services	2023	2025	Tim Ike
Hangar Taxilane Design	2025	Ongoing	Spencer Stephens
<b><i>Deer Park Municipal Airport, City of Deer Park, WA   Darold Schultz, Airport Manager, (509) 276-3379</i></b>			
South Taxilane Development Area	2024	Ongoing	Alex DelRiccio
<b><i>Dorothy Scott Airport, City of Oroville, WA   JoAnn Denny, Clerk-Treasurer, (509) 476-2926</i></b>			
Runway Relocation Environmental Assessment	2022	2024	Tim Ike
Aviation Fuel System	2025	Ongoing	Tim Ike
Runway 15/33 Reconstruction (Design)	2025	Ongoing	Tim Ike
<b><i>Lake Chelan Airport, City of Chelan, WA   Wade Farris, Interim City Administrator, (509) 682-8014</i></b>			
Apron and Taxiway Pavement Maintenance	2023	2024	Alex DelRiccio
Runway and Taxiway Relocation Environmental Assessment	2022	Ongoing	Mark Napier
2025 Land Acquisition	2025	Ongoing	Tim Ike
<b><i>Omak Municipal Airport, City of Omak, WA   Wayne Beetchenow, Public Works Director, (509) 826-1170</i></b>			
Omak Airport Water Reservoir CMS	2023	2024	Alex DelRiccio
ALP Update and Narrative Report	2022	2024	Alex/Neal
North Taxiway A Reconstruction (Design & Construct)	2023	2025	Alex DelRiccio
South Taxilane Design	2024	2025	Spencer Stephens
Runway Pavement Maintenance	2024	2026	Spencer Stephens
<b><i>Othello Airport, Port of Othello, WA   Chris Faix, Executive Director, (509) 488-2544</i></b>			
Pavement Maintenance	2024	2024	Ben Hoppe
Apron Expansion Design	2023	Ongoing	Ben Hoppe
<b><i>Tri-Cities Airport, Port of Pasco, WA   Stephen McFadden, Deputy Executive Director of Economic Development, (509) 537-0524</i></b>			
Aerospace Innovation & Manufacturing (AIM) Center	2023	2024	Ben Hoppe
Long Term Parking Lot Expansion	2025	2025	Ben Hoppe
Quick Turnaround (QTA) Facility	2018	Ongoing	Ben Hoppe
<b><i>Willard Field, City of Tekoa, WA   Mike Hale, City Council Member, (509) 284-3861</i></b>			
Willard Field Runway Rehabilitation	2023	2025	Tim Ike

Project Name	Start Date	End Date	Project Manager
<b>Yakima Air Terminal - McAllister Field, City of Yakima, WA   Rob Hodgman, Airport Director (509) 575-6149</b>			
Taxilane Charlie Extension	2022	2023	Tim Ike
Airport Terminal Building Design	2023	2025	Tim Ike
SRE Procurement	2023	2025	Tim Ike
Taxilane Charlie Extension Construction	2023	2025	Tim Ike
West GA Apron Rehabilitation Project	2018	2019, 2020	Tim Ike
Terminal Building Rehabilitation and Modernization – Phase 1A Construction Services	2025	Ongoing	Spencer Stephens
Runway 4/22 Rehabilitation	2025	Ongoing	Spencer Stephens
<b>Anderson Field Airport, City of Brewster, WA   Lee Webster, Public Works Director, (509) 689-3464</b>			
Design East Taxilane, Relocate Runway Connector & Construct West and East Taxilanes	2023	2024	Alex DelRiccio
<b>Ontario Municipal Airport, City of Ontario, OR   Dan Cummings, City Manager, (541) 889-7684</b>			
Rehabilitate Runway, Taxiways, and Apron	2022	2023	Toby Epler
Expand Jet Apron (Design, Bid & Construct)	2023	Ongoing	Toby Epler
Update Airport Master Plan	2021	2024	Toby Epler
Design BLM SEAT Base	2023	Ongoing	Toby Epler
<b>Buhl Municipal Airport, City of Buhl, ID   Neil Ring, Airport Manager, (208) 543-5650</b>			
Runway Rehabilitation (Design, Bid & Construct)	2022	2025	Kent Atkin
Replace Rotating Beacon	2022	2024	Kent Atkin
<b>Caldwell Executive Airport, City of Caldwell, ID   Scott Swanson, PBA, Director of Aviation, (208) 459-9779</b>			
Rehabilitate Runway, Apron, Taxiways, & Taxilanes	2023	2024	Toby Epler
Purchase Property For Approach Protection	2023	Ongoing	Toby Epler
Construct Taxiway B-3, Extend Taxiway B, and Expand Terminal Apron (Design, Bid, Construct)	2024	Ongoing	Toby Epler
Construct New Federal Contract Tower (Environmental Study and Preliminary Site Layout)	2024	Ongoing	Toby Epler
Rehabilitate Taxiway C (Phase 1) [Design Only]	2025	Ongoing	Toby Epler
<b>Challis Airport, City of Challis, ID   Pete Nelson, Airport Advisory Board Chair, (208) 833-5728</b>			
Master Plan Update	2024	Ongoing	Kent Atkin
<b>Council Airport, City of Council, ID   Ashley Scott, Airport Manager/City Clerk (208) 253-4201</b>			
Major Pavement Rehabilitation (Mill & Replace)	2022	2025	Kayla Brown
<b>Craigmont Municipal Airport, City of Craigmont, ID   Bob Samsel, Airport Manager, (208) 507-1417</b>			
Airport Partial Parallel Taxiway	2023	Ongoing	Kayla Brown
<b>Gooding Municipal Airport, City of Gooding, ID   Larry Bybee, Public Works Director, (208) 595-4234</b>			
Pavement Rehabilitation	2023	2024	Kent Atkin
Extend Taxilane and Rehabilitate Apron Taxilanes (Design, Bid & Construct)	2024	Ongoing	Kent Atkin

Project Name	Start Date	End Date	Project Manager
<b>ITD Aeronautics, Boise, ID   Bill Statham, Project Manager, (208) 334-8784</b>			
Statewide Pavement Inspections (Multiple Years)	2015	Ongoing	Toby Epler
<b>Idaho County Airport, Grangeville, ID   Mike Cook, Airport Manager (208) 451-0154</b>			
Taxilane	2021	2024	Kayla Brown
Pavement Rehabilitation	2023	2025	Kayla Brown
Airport PAPI	2024	Ongoing	Kayla Brown
<b>Jerome County Airport, Jerome County, ID   Marty Luhr, Airport Manager, (208) 308-3140</b>			
Pavement Rehab	2023	2023	Kent Atkin
Master Plan Update	2021	Ongoing	Kent Atkin
Extend Taxilane and Rehabilitate Hangar Taxilanes (Design & Construct)	2024	Ongoing	Kent Atkin
<b>Magic Valley Regional Airport, City of Twin Falls, ID   Matt Barnes, Airport Manager, (208) 733-5215</b>			
Construct Taxiway N (Ph. 2 Northeast Taxiway Development)	2020	2023	Kent Atkin
Update Master Plan (Subconsultant)	2020	2024	Kent Atkin
General Aviation Apron Expansion (BIL Funding)	2022	Ongoing	Kent Atkin
Rehabilitate Northwest Apron (Design, Bid, Construct)	2023	Ongoing	Kent Atkin
Terminal Access Design	2023	Ongoing	Kent Atkin
<b>Midvale Airport, Midvale, ID   Jake Mikek, Airport Manager (208) 550-7333</b>			
Runway, Taxiway, and Apron Pavement Major Rehabilitation	2022	2025	Kayla Brown
<b>Mountain Home Municipal Airport, Mountain Home, ID   Chris Curtis, Public Works Director, (208) 587-2108</b>			
Construct Hangar Taxilanes (Bidding and Construction)	2022	2023	Toby Epler
Design BLM SEAT Base	2022	2024	Toby Epler
Construct Hangar (Design, Bid & Construct)	2023	Ongoing	Toby Epler
BLM SEAT Base Construction	2023	Ongoing	Toby Epler
<b>Nampa Municipal Airport, City of Nampa, ID   Lynsey Johnson, Airport Superintendent, (208) 468-5823</b>			
Rehabilitate Runway, Parallel Taxiway, Apron, and Taxilanes	2022	2023	Toby Epler
Install Perimeter Fence	2023	2024	Toby Epler
Construct Stormwater Pond (Construction)	2025	Ongoing	Toby Epler
Construct Taxilanes (Design Only)	2025	Ongoing	Toby Epler
<b>Orofino Airport, City of Orofino, ID   Donna Wilson, Airport Manager (208) 476-4725</b>			
Taxiway Mill & Overlay and Completion of Perimeter Fence	2022	2024	Kayla Brown
Pavement Rehabilitation	2022	2025	Kayla Brown
Master Plan Update	2023	2025	Kayla Brown
<b>Weiser Municipal Airport, City of Weiser, ID   Mike Campbell, Public Works Director, (208) 414-1965</b>			
Pavement Rehabilitation Project	2023	2023	Toby Epler
Rehabilitate Taxiway A (Design Only)	2025	Ongoing	Toby Epler

## References

In addition to the airports shown on the previous pages, we invite you to contact any of our airport clients shown below. We take great pride in the service we provide our airport clients, and we would be happy to provide you with contact information for any that are not already provided in this Statement of Qualifications.

<p><b><u>Othello Municipal Airport</u></b></p> <p><b>Chris Faix,</b> Executive Director 509-488-2544; chris@portofothello.com</p>	<p><b><u>City of Yakima, WA</u></b></p> <p><b>Gary Ballew,</b> Assistant City Manager 509-952-0641; Gary.Ballew@yakimawa.gov</p>	<p><b><u>Port of Pasco, WA</u></b></p> <p><b>Stephen McFadden,</b> Deputy Executive Director of Economic Development 509-537-0524; smcfadden@portofpasco.org</p>
<p><b><u>Deer Park Municipal Airport</u></b></p> <p><b>Darold Schultz,</b> Airport Manager 509-276-8801; deerparkairport@gmail.com</p>	<p><b><u>Bowers Field - Kittitas Co.</u></b></p> <p><b>Josh Fredrickson,</b> Public Works Director 509-962-7523; josh.fredrickson@co.kittitas.wa.us</p>	

## Additional Information

### Affirmative Action Program

While the Federal Government has recently removed Affirmative Action and Equal Opportunity from the Federal Clauses, J-U-B ENGINEERS, Inc. is still fully committed to providing equal employment opportunities in all aspects of employment. Our policies comply with the Civil Rights Act, the Federal Equal Pay Act, the Americans with Disabilities Act (ADA), the Age Discrimination in Employment Act, and all applicable state and local regulations. We strive to maintain a workplace where all individuals are treated with respect, fairness, and dignity.

Employment decisions, including recruitment, hiring, promotion, compensation, benefits, and training are made without regard to race, color, religion, sex, age, marital status, national origin, disability, veteran status, or any other status protected by law. All personnel actions are based solely on an individual's qualifications, performance, and ability to meet the requirements of the position.

J-U-B takes proactive steps to attract and advance minorities, women, qualified individuals with disabilities, and protected veterans. As a federal contractor, we develop and maintain an annual program designed to promote equal opportunity and measure our progress toward a diverse and inclusive workforce.

J-U-B ENGINEERS, Inc. is, and will continue to be, an equal opportunity employer.

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

I certify that (name of firm) J-U-B Engineers, Inc. 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)

*Saul Patis*  
(Signature)

2/2/2026  
(Date)

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

**I certify that (name of firm) GeoProfessional Innovation 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)

2/2/2026

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