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The official publication of the Tri-City Construction Council

2026-2027



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A message from the executive director of the TCCC

SCOTT HOWARD

I'm pleased to announce that an upgrade to the Virtual Plan Room (VPR) service is finally on its way. The VPR is a core service of Tri-City Construction Council (TCCC) and is utilized by members to access bidding opportunities, project information, specifications, blueprints, addenda, and other construction-related information useable for bidding purposes, market research, or other industry specific functions. If you've ever been interested in the service, please don't hesitate to reach out. I encourage people to utilize our two-week free trial of the platform. Even if you have had a trial in the past or were previously a member, we can review your account and evaluate whether the VPR service is useful to your needs.

The current platform has served the association and its membership well as it transitioned to the digital era in 2004. However, aging technology (software and hardware), increased maintenance requirements, system limitations, and evolving membership expectations have created the need to evaluate long-term sustainability of the VPR service. We're currently preparing our data for migration to the new server. Data will be copied once during a testing and sandbox phase of our implementation plan, and then once more when we formally switch the service over to the new platform.

Members that are interested in an early preview of the upgraded service will be invited to do so soon. Stay tuned for an upcoming newsletter announcing our strategy for a sneak peek. One of the key enhancements of the new platform is a full OCR (Optical Character Recognition) of the plans. The existing service can only search for keywords within the specifications, but you'll soon be able to see your results perform in real time, when viewing either the plans or specs of each project. Your filter results can be toggled to highlight each unique keyword and which files they appear in.

My Deskpad is another key feature to be enhanced. The new dashboard will display a user's Nightly Emails (New Filter Results and Tracked Project Changes), New Project Activity (Projects Bidding, Apparent Lows, and Contract Awards), Reminders, a Bid Calendar, and a Quick Search box. The entire user interface has been modernized with a new design layout, added functionality, and navigational improvements. You'll find that the arrangement of information has changed to highlight the most pertinent details to better help you determine your bidding capacity for each project.

Specifications will soon be organizable into divisions of work that allow for more flexibility when choosing which specs to batch download. This will function similarly to how plans can be grouped by clearly defined sections within a plan set's sheet index. There is a Quick Search box available on the Specs and Plans page to search keywords outside of your established filters. The Addenda page can link directly to the Plans page if drawings are included.

Sustainability is a vital aspect of the upgrade plan. With a more stable foundation, we'll be able to add new features and roll out updates more often than we ever have been able to in the past. The hosted solution that we're migrating to offers increased stability, more reliable backups and redundancies, and a smoother development process as we continue to evaluate other technology to incorporate in the new platform. The TCCC understands that artificial intelligence (AI) permeates everything anywhere you look, so in collaboration with our industry partner, we're taking a deliberate and phased approach in determining how AI can be implemented cost-effectively. The guiding principle we share is that AI should be adopted only where it meaningfully improves operations or member experiences cohesively on the platform.

I understand that there are an increasing number of competing platforms that are vying for your attention and budget. Your support of this local independent plan room allows us to continue investing in emerging technologies, events, and programs that directly support the local construction industry. If you're not a member yet, please don't hesitate to contact us with questions, schedule a free trial, or drop in for a demo of the service. I'm confident that you'll find our bid reporting is comprehensive, accurate, and timely, backed by friendly customer service from real humans. ▲

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Additional services included with membership

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Your support and ongoing feedback help us improve and implement new features for you on our website, within the Virtual Plan Room, and even what we can offer at our physical office here in Kennewick, Washington.

Below are just some of the additional services included with your membership.

- **Manual credit card payments:** We have made it easier than ever to pay with a credit card online. If you know the amount owed, visit tricityplancenter.com/pay and "click to pay". Square is the payment gateway and processes all transactions securely with encryption.
- **Card on file:** Square has the option to save your credit card on file for easier manual payments in the future. Please note that this optional feature will not automatically charge your card.
- **Autopay:** This is a new feature being rolled out on select accounts for those that are interested. With a card on file, you can opt in to automatic payments via Square. This results in higher processing fees, which is why this is currently only being offered on a case-by-case basis. The TCCC will continue covering the fees for as long as we're able to do so. This feature is directly linked to the recurring Square invoices feature introduced a few years ago.
- **Recurring Square invoices:** Square invoices for membership dues can be scheduled to automatically send a link to pay with a credit card online. A formal invoice for dues will still be sent via mail or email, but the Square invoice to pay online will be automatically emailed every three months on the 10th day. Recurring Square invoices combined with a card on file enables the ability to autopay for those members interested in that free service.
- **Paperless invoicing:** Members can continue to opt-in to paperless invoicing for their quarterly membership dues. Email scott@tcplancenter.com with your company name, along with the name and email of the contact who should receive the invoices. Just over 50 percent of current members are enrolled in the paperless service.
- **Polypropylene paper:** We now offer tear- and water-resistant polypropylene paper. While this product is more expensive than our standard 20-lb. bond, it will reduce the need for multiple copies of plans that may get worn out on the job site. If you try it, we would love to hear your feedback on how well the product holds up.
- **Expanded services:** Flat-rate full-color printing on both large- and small-format drawings is available to both members and non-members. Please note that payment may be requested upfront for non-members. For more information and pricing on our printing services, please visit tricityplancenter.com/print.
- **Direct ordering:** You can submit files for printing to printorders@tcplancenter.com or use our MailBigFile service instead to send us large files securely via mailbigfile.com/tricityplancenter. Please specify the page numbers and tell us if you want your documents stapled, and we'll reach out if we have any questions. Documents can be resized for printing at any size though scale is not guaranteed on any adjustments.
- **Room reserves:** Do you need event space to hold a seminar or to offer training for your staff? Members can request to reserve our meeting room at no extra charge during regular business hours. For events that require access outside of office hours, arrangements can be made with the executive director to accommodate. Please note that we are not a full-service event space and parking is limited, but contact us if you want to know more. ▲



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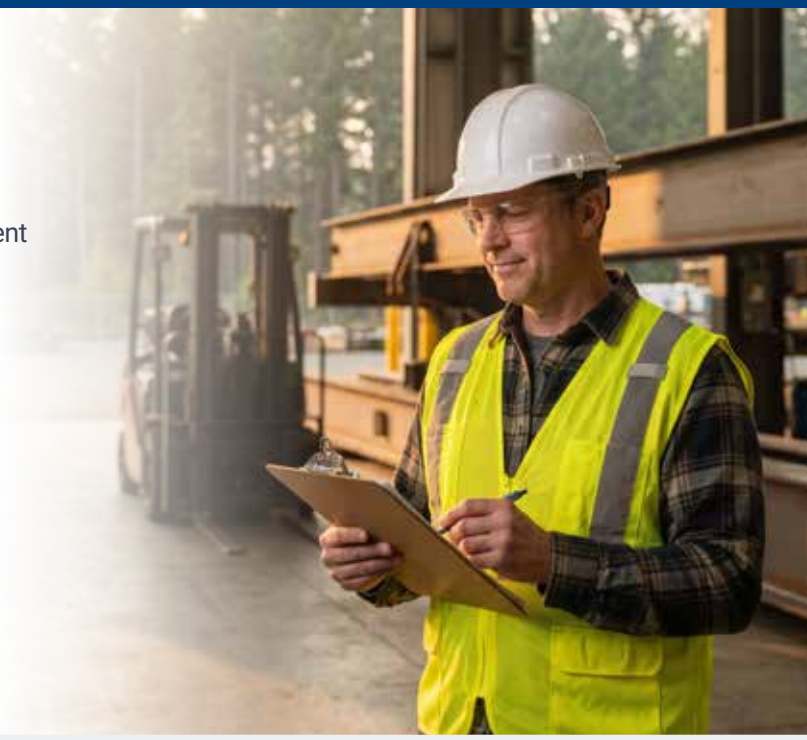
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TCCC member benefits: Your regional plan center

Member-supported non-profit association serving the Tri-Cities area construction industry for over 75 years

For businesses that want access to the latest construction leads, the Tri-City Construction Council (TCCC) offers a Virtual Plan Room featuring accurate, timely updates on the details and documents for a variety of bidding opportunities.

What are the membership benefits?

Check them out at tricityplancenter.com/membership/.

- 24/7 access to the Virtual Plan Room.
- Print, copy, and scanning document services.
- Specifications are bookmarked and separated by their unique Construction Specification Index (CSI) codes and the table of contents.
- Plan sheets are each labeled by sheet number and title and can be individually downloaded, combined as a single document, or loaded into a ZIP file.
- Project plans can be directly ordered online or downloaded and printed elsewhere.
- All specifications, addenda, amendments, and memos are OCR processed to be searchable (plans soon too!)
- Comprehensive review process to make sure project reporting is timely and accurate, along with a nightly review of all daily processes.



- Nightly email updates will notify members of all projects posted the day before and can also be sorted with filters by unique keywords.
- Members tracking a project will receive instant email notifications for addenda and memos.
- Plan center reports on projects from the actively bidding phase to contract award when possible.
- Customer service is local, in-house, and you will always speak to a human, not a chat bot.
- Staff is available during office hours to help work through troubleshooting any technical issues.
- Access to the membership directory.
- Advertising opportunities via this annual magazine and at the annual Scholarship Golf Tournament.
- Meeting room can be reserved by members to use for seminars, training, or presentations.

Want to Post a Project to the Plan Room? Visit tricityplancenter.com/send.

- Posting projects to the Virtual Plan Room is free!
- A reciprocal plan room agreement with both the Yakima, Washington Plan Center, and the Hermiston, Oregon Plan Center means your project will be viewed by over 700 members of our combined plan rooms.
- Specifications are bookmarked by CSI codes and the table of contents; blueprints are individually titled per the sheet index to aid members' search for projects that contain the services they provide.
- Staff will notify agencies if there are any missing, illegible, or corrupted documents that may hinder a contractor from providing an accurate bid. ▲



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TCCC Events

The Tri-City Construction Council (TCCC) Annual Party

When: To be announced (2027)
Where: To be determined

In 2026, TCCC kept things small by booking a private dinner charter with Water2Wine Cruises. The three-and-a-half-hour cruise included a wonderful dinner, a live musician, games, and plenty of raffle prizes. While the evening light faded quickly while out on the Columbia River, the atmosphere remained bright the whole way through. It was great fun being on a boat with those that were able to attend and thank you for trying out something new with us. The board of directors and executive director will debrief and begin discussing plans for a potential 2027 event and beyond.

This party also provided an opportunity to host a celebration outside of the busy holiday season. Ticket sales were initially advertised only to prior holiday event attendees. There was some initial concern about the capacity of the boat being significantly smaller than venues booked in the past. This advertising strategy will be re-evaluated for next time. While demand ultimately did not surpass availability, we still consider the evening a great success.

There are elements of these annual parties that the executive director will continue to iterate upon as we explore other ways to make these events unique and truly memorable. We are confident we'll at least have some fun along the way

We need to hear from you though. What aspects of the event have you enjoyed from previous years? Are there activities that you really enjoyed from other parties that you would like to see us consider adopting? Feedback is essential to guide our decisions of where we go next with the annual party. Your input is always greatly appreciated.

If you have any questions or feedback from previous attendance, email scott@tcplancenter.com.

For information on all events hosted by Tri-City Construction Council, be sure to subscribe to the Announcements and Events newsletter. You can opt into these emails at the following page on our website, tricityplancenter.com/connect where you will also find our hours of operation and contact info.▲

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2026-27 Classes

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These online, instructor-led Bluebeam courses are offered by your local Plan Room or Builders Exchange through their membership with the Northwest Independent Plan Room Association. NWIPCA was created by local plan room operators to offer expanded services to their members and the local construction community. Visit www.nwipca.com to learn more about the association.

PROFESSIONAL INDUSTRY COURSES

JAN 26

Construction Estimating Principles and Application (1 Day - 4 Hours)
Take a deep dive into advanced elements of estimating and how to use current tools (primarily Bluebeam) to create accurate and consistent work that stands out from the competition. This open forum discussion led by a panel of experienced construction estimators explores advanced elements of construction estimating. Every topic will be discussed from various perspectives to allow Estimators from across the spectum to benefit.

JAN 27-28

Reading Construction Documents (2 Days - 6 Hours)
This 4-part online program is for entry-level architectural or engineering designers, apprentices, entry-level tradespersons, project coordinators, assistant project managers, new project managers, estimators, specialty sales representatives, or anyone in a career transition looking for a refresher. This course is designed to quickly familiarize students with the basics of reading and understanding construction documents.

BITESIZED BLUEBEAM CLASS SCHEDULE

Course Cost: $121 per course for NWIPCA affiliated plan room members ($303 for 3-Course Bundle)
$182 per course for non-members ($468 for a 3-Course Bundle)

DEC 01

Bitesize Bluebeam 1: Baseline Basics (2 hours)
Whether you're opening Bluebeam Revu for the first time, or you've used it for years, this class will ensure a higher baseline knowledge. Attendees will learn interface navigation: including menu dropdowns, toolbars, various panels, keyboard shortcuts, recommended settings, and several tips & tricks to increase accuracy.

DEC 02

Bitesize Bluebeam 2: Basics Materials Takeoffs & Estimates (2 hours)
With Revu's intuitive measurement tools and customizable interface, we can turn your highlighters into data rich takeoff tools. We'll start by going through the standard measurement tools and settings, then move into various customization options and discuss the results in the Markups List. Bitesize Course #1 is a Pre-Requisite.

DEC 03

Bitesize Bluebeam 3: Advanced Materials Takeoffs & Estimates (2 hours)
After the Basics course, we'll move into creating custom columns, embedding formulas, and information organization. Did you know that you can export to an Excel spreadsheet, or even link directly to that Excel template fil full of formulas you've been using for years? Bitesize Courses #1 and #2 are a Pre-Requisite.

Course Requirements (Technology & Participation) - Please ensure you meet the following requirements:

- Have Bluebeam 2018 or newer installed, and ready to go before class. Download a free trial: www.bluebeam.com/trials
- Attendance via tablet or phone is not recommended. You should have a mouse with a scroll wheel when attending this class.
- 2-screen computer set-up is recommended. This allows you to watch the instructor on one screen, while practicing on the other.

TCCC 28th Annual Scholarship Golf Tournament



TRI-CITY CONSTRUCTION COUNCIL (TCCC) 28TH ANNUAL SCHOLARSHIP GOLF TOURNAMENT

When: To be announced (May 2027) – Registration Opens April 2027

Where: Canyon Lakes Golf Course, Kennewick, WA

The annual golf tournament is a wildly popular tradition that helps us provide scholarships to deserving students!

Support can be provided by either reserving a team of four players or by sponsoring a hole. Team registrations include green fees, a cart, range balls, drink tickets, a raffle ticket, dinner, and a goodie bag. Additional raffle tickets are available to purchase for a chance to win one of the many prizes offered.

Hole sponsorships include a full-color laminated sign on the course with your company name and logo, along with your company's name in some of the event materials. Your support will also be recognized on our website where we announce scholarship winners, and your logo is even included in this magazine. A total of six students were awarded a $2,500 scholarship in 2025.

Please note that this is a very popular event and team slots fill up very quickly! The registration details will be announced in the first quarter of 2027. Online registration has been well received since its adoption in 2024, and it has been a more efficient way of handling the first-come first-serve registration policy. Please note that only members in good standing with Tri-City Construction Council are eligible to sign-up for the event. Sponsorships are open to any firm that wants to support the scholarship program. Email scott@tcplancenter.com with any questions.

Do you want notice of the registration date and sign-up details for future golf tournaments? There is now a golf tournament-only newsletter where you will receive a direct link to the online event registration website immediately when sign-ups are open each year. You can opt in at the following link: www.tricityplancenter.com/golf. ▲

Scholarship Award information

Funded by the Annual Golf Tournament

Every year, the Tri-City Construction Council (TCCC) hosts a golf tournament to provide scholarships to deserving students. For the 28th annual event, six students were each awarded $2,500. Thank you to everyone that was able to participate and special thanks to all the hole sponsors that help us raise the bulk of the scholarship funds each year. The list of sponsors is available on our website, tricityplancenter.com/golf.

Each year, the scholarship committee selects winners based upon the following criteria: academic achievement, community and school involvement, financial need, leadership potential, and relationship of the student's field of study to the construction industry.

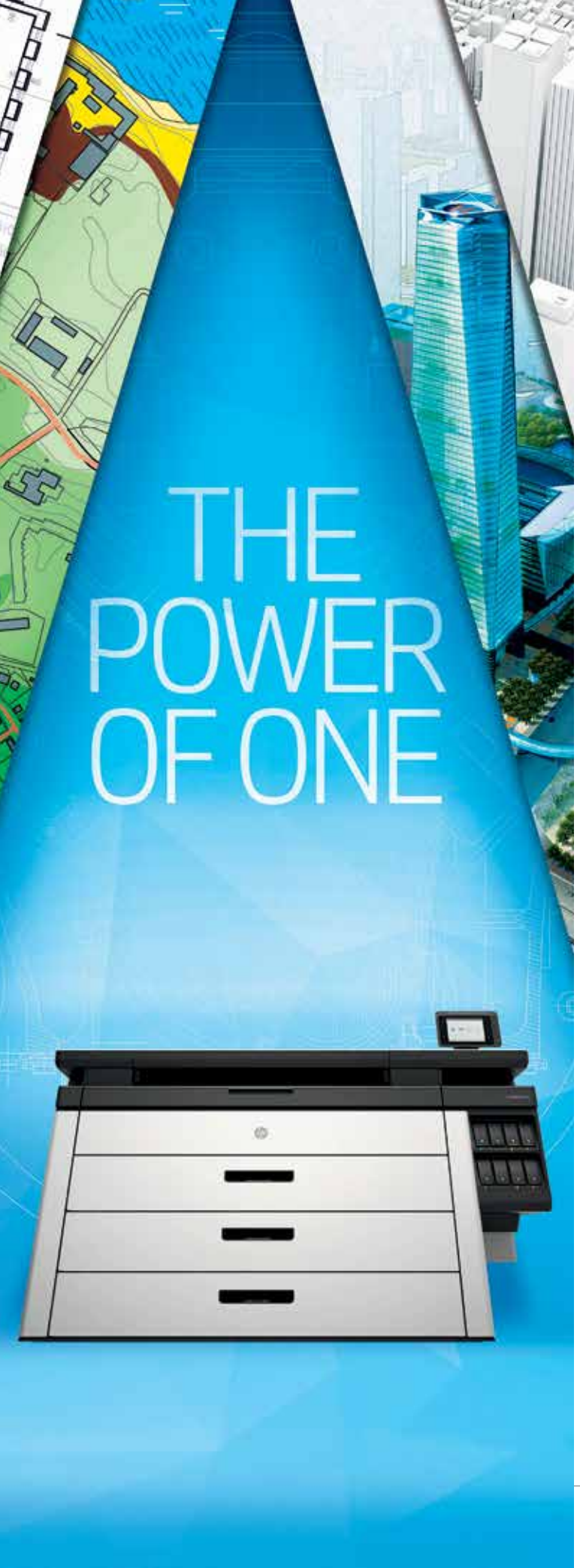
Over the past 28 years, a total of $222,000 has been awarded to students.

Congratulations to all the following students who were each awarded a $2,500 scholarship in 2026:

- **Austin Nelson**
- **Emelia Scherer**
- **Kelbie Bowles**
- **Olivia Kanoff**
- **Rylee Bendewald**
- **Jeremiah Valler**

To be eligible to apply for next year's scholarship, one must be currently enrolled or planning to enroll in an accredited public or private college, university, or trade school. The criteria, application process, and deadline will be announced by February 2027. You can sign up to the Tri-City Construction Council's Announcements and Events newsletter at the following link, tricityplancenter.com/connect to be notified when the application process opens. ▲

Special thanks to the following Golf Tournament Hole Sponsors!



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Tri-City Construction Council's HP PageWide XL 5100 printer allows us to offer highly competitive pricing on large-format color drawings. Members of the association will receive the benefit of flat-rate color printing at no extra cost on all standard technical drawings that contain lines and partial page renderings. Technical drawings or posters containing large or full-page renders may be subject to a price adjustment due to a higher volume of ink used.

For more information on pricing and a full list of printing services offered, please visit www.tricityplancenter.com/print.

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offered by TCCC a value-added member benefit

Did you know that being a member of the Tri-City Construction Council gives you the benefit of color printing on large-format construction blueprints at no extra cost? We offer competitive, flat-rate costs on all standard technical drawings that contain lines and partial page renderings. Technical drawings or posters containing large page renderings may be subject to a price adjustment due to ink usage.

Members can order drawings online directly within the Virtual Plan Room or anyone can email files to printorders@tcplancenter.com. Files that are too large for email can be sent through our MailBigFile service at www.mailbigfile.com/tricityplancenter. Orders are typically printed immediately upon receipt for a quick turnaround time during our hours of operation.

We aim to keep our blueprint prices fair, simple, and competitive. The TCCC offers large-format blueprints, black and white, or in color at a cost of $2 per sheet for all drawings up to 36-inches-by-48-inches with standard lines and partial page renders. We'll even staple your order with a binding strip at no extra charge. For more information on pricing and the full list of printing services we offer, please visit tricityplancenter.com/print.

Do you need a more durable set of blueprints? Tri-City Construction Council now offers polypropylene paper for sheets printed on 36-inch rolls. The paper is tear and water resistant. Excellent for heavy use, outdoor, and jobsite conditions. Use PolyPro paper in lieu of lamination. Contact us for more information about pricing on this premium upgrade over standard 20lb. bond paper. ▲





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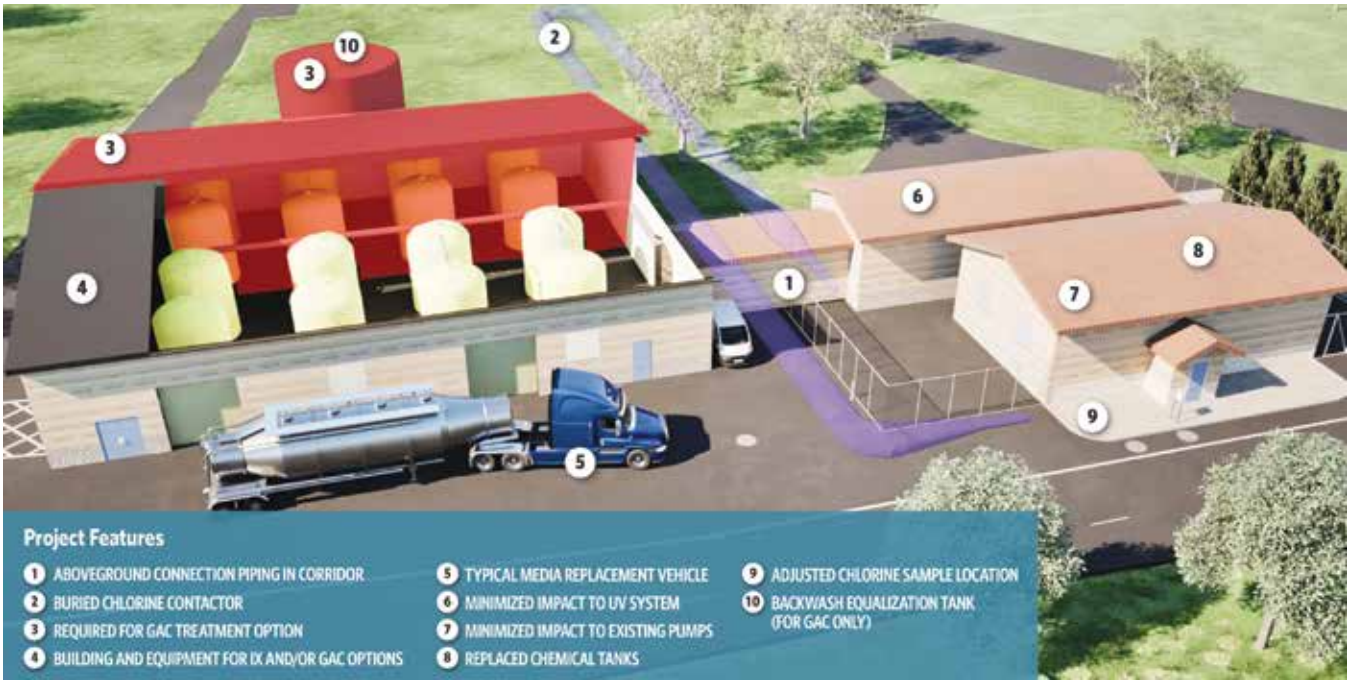
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Cleaning up Kennewick's water

Kennewick plans $33 million filtration plant after years of elevated "forever chemicals"

By Shayna Wiwierski



The City of Kennewick plans to build a $33 million treatment facility designed to strip PFAS – the so-called forever chemicals linked to cancer, liver damage, and other health effects – from one of its two primary water sources, and to do so before a federal compliance deadline arrives in 2029.



Beneath a stretch of Columbia Park, where a groundwater well has quietly supplied this city with drinking water since the 1950s, scientists have found something that was always there but only recently became visible: trace amounts of synthetic chemicals now known to pose risks to human health, at levels the federal government says should not be tolerated.

The discovery did not come from a leak, a spill, or any single identifiable event. It came instead from progress; laboratory instruments sensitive enough, for the first time, to detect contamination at once-unimaginable scale. What had gone undetected for 70 years suddenly had a number attached to it, and the number was four times higher than regulators would allow.

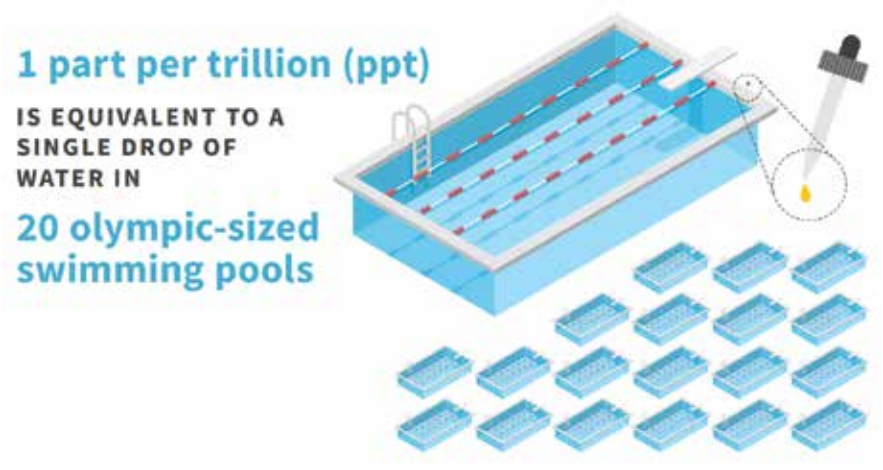
Now Kennewick is racing to fix a problem it did not create and

could not have known about until recently. The City plans to build a $33 million treatment facility designed to strip PFAS – the so-called forever chemicals linked to cancer, liver damage, and other health effects – from one of its two primary water sources, and to do so before a federal compliance deadline arrives in 2029.

"The problem child for us is our other supply," said Jeremy Lustig, deputy director of public works for the City of Kennewick, referring to the contaminated well. The city's other source, a treatment plant drawing directly from the Columbia River, has shown no trace of the chemicals at all.

The well in question, known as Ranney Collector 5 (RC5), is a groundwater source under the influence of surface water, situated in Columbia Park near the Highway 395 bridge. Lustig says the City first learned in 2022 that concentrations at the site were likely to exceed the maximum contaminant level, or MCL, that the Environmental Protection Agency was preparing to establish for PFAS in drinking water. Since then, the City has been monitoring the well continuously, issuing public notices in accordance with Washington State requirements, and watching the numbers fail to improve.

The federal limit for the compounds is four parts per trillion. Kennewick's RC5 source has been averaging around 16 parts per trillion, which is four times the allowable level. Before roughly 2020, Lustig notes, laboratory techniques could only detect PFAS concentrations in parts per billion, a far coarser measure that showed no cause for concern. It was only as detection technology advanced to parts per trillion that the contamination became apparent.





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These are very low concentrations of PFAS. One part-per-trillion is equivalent to a single drop of water in 20 Olympic-sized swimming pools.

To address it, Kennewick is now moving forward with a $33 million treatment facility that will sit immediately adjacent to the existing RC5 site. The project is currently at 30 per cent design, with a 60 per cent design milestone which was targeted for the end of October 2026. Bid-ready documents are expected by June 2027, with construction bids advertised sometime that summer, and a contract likely awarded in the third or fourth quarter of 2027.

The timeline is tight by necessity. Under state and federal rules, the City must demonstrate compliance by April 2029, which requires four consecutive quarterly samples averaging below the four-part-per-trillion threshold. Working backward from that deadline, Lustig says, the new facility needs to be operational by April 2028, which is a narrow runway for a project of this scale.

“This thing needs to be online and running by April of 2028, which is going to be kind of tight,” Lustig says.

The technology at the center of the project is granular activated carbon, or GAC, a filtration method Lustig compares to “a huge Brita filter.” The design calls for seven treatment trains and 14 pressure vessels. Water will be diverted from the existing RC5 facility before it reaches a contact chamber, run through the carbon filtration system, and then returned through the chamber for final disinfection.

City officials and their consultant considered two treatment options – GAC and ion exchange – but ruled out membrane filtration or reverse osmosis. Cost and available footprint ultimately drove the decision toward GAC, according to Lustig, who noted that the RC5 site does not face significant space constraints. The carbon filtration method also offers broader treatment benefits, removing a wide spectrum of PFAS compounds rather than targeting a single chemical, and providing some ancillary protection against other contaminants, including harmful algae blooms that have occurred in nearby surface water.

Funding for the project comes from a mix of state assistance and local ratepayers. The City secured $15 million through Washington State’s Drinking Water State Revolving Fund, a low-interest loan program backed by federal dollars. Of that amount, about $5.3 million is forgivable, meaning it will not need to be repaid. The remaining balance of the loan, along with the rest of the project’s roughly $18 million in additional costs, will be covered through City water rates.

The City has chosen a standard design-bid-build delivery method for the project rather than alternative approaches such as design-build or CMGC construction, which Lustig says would have introduced additional procedural steps the City preferred to avoid.

One complication has emerged from the site’s location. Because Columbia Park falls under the jurisdiction of the U.S. Army Corps of Engineers, the City has had to navigate a separate permitting process. Geotechnical crews are expected to receive approval as soon as next week to begin taking core samples at the site.

In the meantime, the City has already taken steps to reduce PFAS concentrations reaching customers. Officials have shifted more supply toward the Columbia River treatment plant and reduced reliance on RC5, while also blending water from a nearby facility, Ranney Collector 4, to dilute concentrations before they enter the RC5 system.

Once complete, the new plant is designed specifically to address PFAS, though officials acknowledge its broader filtration capabilities could offer added protection against other water quality issues in the future.

For Lustig, the purpose of the project, however technical its engineering, comes down to a simpler goal.

“It’ll bring us into compliance with the federal EPA’s requirements to be under four parts per trillion,” he says. “So that’s the biggest one. And obviously the health concerns associated with that. It’ll bring us in compliance and bring us safer water.” ▲



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Richland charts a new course for downtown traffic

A long-planned conversion of two key streets into one-way corridors aims to boost walkability and business access, with construction set to begin this winter

The Downtown Loop project, an approximately $23 million infrastructure project, will convert two streets in downtown Richland into a connected one-way system, reshaping the flow of traffic through the city's core.

By Shayna Wiwierski

For years, drivers moving through downtown Richland have navigated George Washington Way and Jadwin Avenue as wide, two-way thoroughfares, efficient for commuters, but often uninviting for pedestrians and cyclists. All that is about to change.

The City is preparing to break ground on the Downtown Loop, an approximately $23 million infrastructure project that will convert the two streets into a connected one-way system, reshaping the flow of traffic through the city's core and, officials hope, revitalize the commercial district in the process.

Under the plan, George Washington Way will become a one-way street running northbound, while Jadwin Avenue will carry southbound traffic. The two streets will form a loop stretching from Symons Street on the north end to the intersection of George Washington Way and Jadwin Avenue on the south end.

"George Washington Way will be a one-way street northbound. Jadwin Avenue will be a one-way street southbound. They're connected together as a street system between what is currently the Jadwin-George intersection on the south side and Symons Street on the north side of the loop," says Carlo D'Alessandro, the city's public works director.

The project traces its origins to a downtown connectivity study completed in 2020, which grew out of extensive public engagement and engineering analysis. That process identified walkability, bike access, and parking improvements as priorities, all in service of a broader vision: connecting Richland's downtown more seamlessly with its waterfront.



Under the plan, George Washington Way will become a one-way street running northbound, while Jadwin Avenue will carry southbound traffic.



Converting the two streets to one-way traffic will free up space for a two-way protected bike track on each street, along with wider sidewalks, curb extensions – known as bump-outs – that shorten pedestrian crossing distances, and additional on-street parking.

Converting the two streets to one-way traffic will free up space for a two-way protected bike track on each street, along with wider sidewalks, curb extensions – known as bump-outs – that shorten pedestrian crossing distances, and additional on-street parking. The project also includes pedestrian-hybrid beacons, a more advanced traffic-stopping signal than the rapid-flashing beacons currently in use, as well as upgraded pedestrian-scale street lighting.

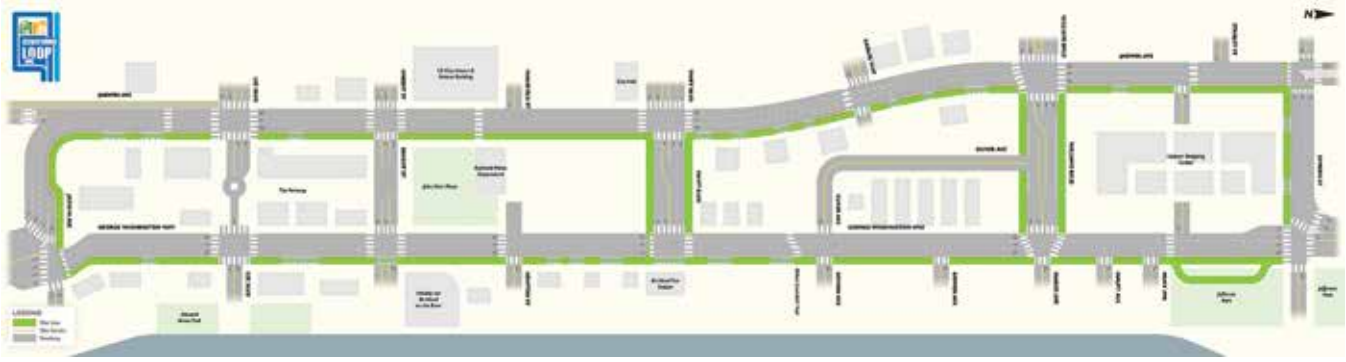
Since the 2020 study, city staff have spent years securing funding for the project, drawing on grants from the Transportation Improvement Board, the U.S. Department of Transportation, and the Washington State Department of Transportation. Full design work began in 2024, and the city moved into property acquisition in 2025.

Most of the acquisitions involve temporary construction easements rather than permanent property transfers, allowing crews to connect existing driveways to the new roadway configuration. A smaller number, which includes three or four properties, require small, permanent strip acquisitions so the city can install new sidewalk facilities. D'Alessandro says roughly 10 remaining easements are still being finalized, with appraisals and property owner negotiations largely complete.

"We're pretty confident it will be done by September with those right-of-way acquisitions so we can get the right-of-way process certified by the federal government and then we can move toward bid advertisement," D'Alessandro says.

The city expected to advertise for construction bids in September or October, with construction beginning in the winter of 2026 or early 2027. The project is expected to take about 18 months, meaning it will span two construction seasons.

The most complex work will occur at the intersection of George Washington Way and Jadwin Avenue, where a section of Jadwin between that intersection and Lee Boulevard will need to close temporarily. Other cross streets and boulevards, including Lee, Knight, Swift, and Williams, may require occasional, short-term closures to install new traffic signals, with detours in place during that work. Beyond those closures, D'Alessandro says that construction will proceed block by block along each street rather than





The most complex work will occur at the intersection of George Washington Way and Jadwin Avenue, where a section of Jadwin between that intersection and Lee Boulevard will need to close temporarily.

shutting down entire corridors at once, in part to preserve pedestrian and vehicle access throughout the project.

As for the decision to route traffic in opposite directions on each street, D'Alessandro says that reversing the pattern – routing northbound traffic on Jadwin and southbound on George Washington Way – was not a realistic option given the roads' existing configuration, since doing so would effectively require drivers to cross into oncoming lanes without a physical median separating them. The city's traffic analysis instead focused on ensuring the surrounding intersections could handle the change without creating congestion.

City officials have also fielded concerns from some residents that shifting to one-way streets could discourage casual visits to downtown businesses. In response, the City convened a focus group with downtown business owners to discuss ways to soften the impact of construction.

One resulting measure involves directing additional facade improvement grant funding toward businesses affected by construction, says Mandy Wallner, the city's economic development manager. The city's existing commercial facade improvement program requires a matching contribution from business owners and funds exterior upgrades, including new windows, doors, signage, or energy-efficiency improvements, visible from the public right-of-way. Wallner says funding will be increased to support businesses within the Downtown Loop corridor once construction is underway.

The City also plans to run marketing and signage campaigns before, during, and after construction to signal that businesses remain open, with advertising placed in local media outlets.

Wallner says the city does not have specific studies or comparable project data quantifying the expected increase in foot traffic or revenue, though she pointed to the broader theory behind the design.

"The goal and the priority has always been to enhance the economic vitality of downtown. That has been from day one the sort of the modus operandi of the whole project."

"We have industry evidence from around the state and country that once you slow down traffic and create a wider, safer, welcoming multi-modal route, foot traffic increases," says Wallner, adding that the city council's goal is to increase the vibrancy and walkability of downtown.

D'Alessandro acknowledges that communicating those long-term benefits, six years after the original study, has been one of the project's central challenges, along with the lengthy property acquisition process.

Once complete, city officials say the project is intended to make downtown more accessible to pedestrians and cyclists while still accommodating vehicle traffic, including the heavy commuter flow that passes through downtown twice daily from employers to the north.

"The goal and the priority has always been to enhance the economic vitality of downtown," says D'Alessandro. "That has been from day one the sort of the modus operandi of the whole project."

For more information on the project, please visit www.thedowntownloop.com. ▲



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Once it's open, the new VA clinic in Kennewick is expected to house a wide range of services under one roof, including physical therapy, imaging, exam rooms, audiology, dental care, mental health services, and shared medical appointments – consolidating offerings currently spread across smaller facilities.

Ground breaks on a bigger vision for veterans' health care

Construction to start this fall on a 124,000-square-foot VA clinic that will dwarf the region's current facility and reshape a vacant stretch of Southridge

By Shayna Wiwierski

For years, a parcel of land at 3811 Plaza Way sat empty, a patch of undeveloped land across from Trios Health in Kennewick's fast-growing Southridge area. In 2028, it is set to hold something considerably more consequential: a 124,000-square-foot outpatient clinic for the U.S. Department of Veterans Affairs, built on nearly 12 acres.

The scale of the project – a two-story building more than 12-times larger than the VA's current 9,800-square-foot clinic in Richland – reflects what city and company officials describe as a long-standing gap in care for veterans across the Tri-Cities and Walla Walla region.

"This new VA clinic is a gamechanger for our region's veterans," says Erin Erdman, Kennewick's city manager. "By dramatically expanding capacity beyond what Richland and Walla Walla can currently offer, this ensures the men and women who served our country get timely, quality care close to home – while also bringing jobs and continued investment to Kennewick and the Tri-Cities."

Construction was set to begin this past October, with the building's shell targeted for completion in 2028. Once it's open, the Kennewick clinic is expected to house a wide range of services under one roof, including physical therapy, imaging, exam

rooms, audiology, dental care, mental health services, and shared medical appointments – consolidating offerings currently spread across smaller facilities.

Construction will begin with mass excavation and a retaining wall along the site's south side, near the adjacent highway. The building will rise on a structural-steel frame, with an exterior of masonry and metal panel, and a glazed curtain-wall entry. Interior build-out for the VA is scheduled to begin in the spring, with the shell targeted for completion by summer 2028. A firm timeline for the VA's move-in and patient operations has not yet been set.

Ryan Companies US, Inc. is working under a design-build model with LEO A DALY, which is serving as both architect and engineer of record, while AHBL is the project's civil engineer.

Matt Van Lieshout, senior project manager at Ryan Companies, says bringing those partners on early – before subcontractors have been selected – has allowed the team to get ahead of permitting, entitlement, and procurement issues, including one challenge already identified: steel procurement, amid what he called a difficult broader economic environment for materials.

"We are getting ahead of that challenge by expediting our drawings so that we can get that ordered up in time," says Van Lieshout.

The clinic is being designed to Green Globes sustainability standards and will include rooftop photovoltaic panels and 68 electric-vehicle charging stations – enough to cover 10 percent of the parking supply – for use by staff and veterans. Landscaping will rely on drip irrigation and drought-tolerant, regionally appropriate plantings suited to the Tri-Cities' dry climate, in contrast to the wetter conditions found in Western Washington.

No major challenges have emerged so far beyond the steel procurement, according to both the City and Ryan Companies, though Van Lieshout acknowledges the project remains in its early stages.

"We're more in the identifying-challenges and coming-up-with-ideas-to-overcome-things phase," says Van Lieshout.

For now, Van Lieshout says, the emphasis is on partnership.

"We are looking forward to bringing this facility online for all the veterans in the region," he says. "And, we look forward to all the other partners that we will bring on board along the way." ▲







Planting roots

West Richland's first memory care facility rises

By Shayna Wiwierski

At the corner of Paradise Way and West Van Giesen Street, on the west side of West Richland, a 12-acre parcel is about to become the site of the city's first memory care community, a project born not from a corporate real estate search, but from a chance connection over a project 30 minutes down the road.

The developer, an ownership group based in southeastern Idaho that operates several memory care facilities, found its way to West Richland through a working relationship in Grandview, Washington. There, the group met Britt Creer, president of Urban Range LLC, who owned land on West Richland's western edge and was already in the process of short-platting it into five lots – three commercial, two residential multifamily.

"They were interested in doing this," Creer says of the partnership that formed roughly a year and a half ago. "We sat down, had a few meetings. They said they'd start working on design. We kind of formulated a partnership and worked through all the different things we needed to."

The facility, to be called The Vineyards at West Richland, is designed as a single-story building of at least 54,000-plus square feet and at least 54 rooms, though that number could grow depending on feedback from state regulators. The layout is built around a central courtyard, a design Creer described as both a security feature and a gathering space, with the building's large industrial kitchen, offices, and resident rooms wrapped around it in a square footprint.

Construction will follow conventional methods: wood-frame walls and roof trusses set on a slab-on-grade foundation. Exterior finishes – whether stucco, stone, or siding – have not yet been finalized. APEX Companies is handling civil design.

The site itself is largely ready. Civil infrastructure, including sewer, water and power, has already been stubbed to the lot, and surrounding asphalt work is complete. What remains is permitting; as of this past summer, plans are currently under review by the state agency overseeing memory care licensing, a process Creer called "cumbersome."

"We're right now planning to have an early fall start," he says, pointing to late September or early October for groundbreaking. Once permitted, Creer expects a 12- to 16-month build cycle. A firm budget has not been set, pending final plans and pricing adjustments that may follow state review.

Design-wise, the project draws on a model the ownership group has used before at other facilities, adapted for this site. Sustainability features have not yet been determined; those decisions, Creer says, will wait until the state's requirements are clearer.

For Creer, the significance of the project goes beyond square footage or construction timelines.

"There's just a lot of our seniors suffering from different memory issues and too hard for them to live on their own," he says. "So that's probably the only thing I can say is that it really fills a need, unfortunately, that we have so many people with memory loss issues." ▲

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