Vision Blueprint 2050

Redmond's Capital Investment Strategy 2025-2050

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Introduction

Investing in Redmond's Future

Redmond's vision for 2050 is a complete community: offering a wide range of services, opportunities, and amenities, along with the infrastructure to support them. The City is connected, embracing diversity and innovation.

Vision Blueprint 2050 is the City's capital investment strategy that supports the vision for 2050. This plan is an update of Vision Blueprint 2030. As part of the Redmond 2050 Comprehensive Plan update, the city is updating its capital investment strategy to align with and fulfill the City's vision and goals.

Guided by the City's Budgeting by Priorities process, Redmond has charted a course to address the challenge of achieving the vision within available resources and community priorities. Through this process, the city identifies capital investment priorities for the upcoming six-year period. This is known as the Capital Investment Program (CIP) and meets the minimum requirements under the Growth Management Act for capital facilities planning. This approach defines and delivers on community priorities while acknowledging the gap between vision and available resources. To better plan for the future, the City takes this a step further by developing Vision Blueprint 2050 to align long-term capital planning with the City's comprehensive planning horizon out to 2050. This helps ensure progress towards the City's vision.

Redmond 2050 Comprehensive Plan – Capital Facilities Element

The Comprehensive Plan Capital Facilities element provides high-level vision, goals, and policies that support the CIS, CIP, and the budget requirements to implement the City's vision.

The Capital Facilities element achieves Redmond's vision by:

- Providing a clear definition of the role and purpose of the City's capital investment program, which refers to all planning and budget documents that guide Redmond's capital investments.
- Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element.
- Identifying service standards for capital facilities to meet community expectations for equitable municipal service delivery.
- Requiring that adequate long-term financial capacity exists to provide capital facilities needed to support expected growth, while maintaining adopted service level standards.
- Improving the reliability and resiliency of Redmond's facilities.
- Furthering Redmond's sustainability principles by minimizing environmental impacts of capital facilities when possible and mitigating unavoidable impacts.
- Anticipating needs and costs for capital asset preservation and replacement.

As noted in the Redmond 2050 Comprehensive Plan, the CIS outlines capital investments, costs, sequencing, forecasted revenues, and the strategic actions needed to deliver Redmond's long-term vision of transitioning from a suburb to a city. Fulfilling this vision depends heavily on the City's ability to provide and maintain adequate capital facilities. The City must be able to demonstrate that it can afford to construct the facilities needed to support the growth anticipated in the Land Use Element, both to preserve a high quality of life offered by Redmond and to meet Growth Management Act requirements. The success of the Comprehensive Plan hinges on "plan-level financial balance." This means the financial capability to operate programs and construct adequate facilities when required, in support of the growth anticipated by the adopted Land Use Element through 2050. This does not require that the details or timing of every capital project be identified in advance. Rather, it calls for a general comparison of anticipated capital improvement costs with reasonably expected revenues to ensure they are in balance.

The Capital Facilities element contains five policies that provide further direction and requirements for the CIS, the CIP, and the City's biennial budget. The community, its leadership, and staff must review and follow these policies as they work to update and implement the CIS.

CF-7 – Intent of the CIS

Develop and maintain a capital investment strategy to implement capital projects in support of the City's land-use vision as described in the Comprehensive Plan. The intent of the plan is to:

- Guide the City's investment decisions in the near, middle, and long term through 2050;
- Further strengthen the City's readiness for grant applications and partnerships;
- Help the City to strategically leverage capital investment opportunities working in partnership with others when consistent with City priorities;
- Ensure effective use of public funds;
- Develop strategic and innovative infrastructure funding approaches that are consistent with adopted City financial policies, and
- Inform the community of the overall strategy.

CF-8 Components and requirements for the CIS

Ensure that the Capital Investment Strategy:

- Is consistent with the Comprehensive Plan.
- Supports the growth of Redmond's centers consistent with the future land use plan.
- Reflects estimated project costs based on a standard approach.

- Uses functional plans, strategic plans, and asset management data as the primary sources of planned capital investments, and efforts are aligned to achieve consistency when planning and prioritizing projects.
- Summarizes the revenue and expense components of the City's functional plans.
- Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2050 and the 20- year capital investment period.
- Identifies key strategic actions and investments needed to carry out the Comprehensive Plan vision.
- Summarizes planned capital facility improvements, sequencing, and costs over 20 years.
- Prioritizes planned six-year CIP projects.
- Considers staff resources and funding availability to implement planned CIP projects.
- Includes all functional areas.
- Addresses service deficiencies.
- Addresses ongoing operating costs, capital maintenance, preservation, and replacement.
- Explores options to address the identified funding gap.
- Develops funding strategies.
- Identifies follow-up work for future CIS efforts; and
- Describes how implementation progress will be monitored and reported.

CF-9 and CF-10 – Plan-level financial balance

CF-9 - Define "plan-level financial balance" as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2050 and the 20-year capital investment period.

CF-10 - Evaluate the City's ability to achieve "plan-level financial balance" every two years. Take one or more of the following actions if the financial capacity to provide necessary capital facilities for all or part of the city is found to be insufficient:

- Reassess planned land use and adjust the capacity for growth;
- Institute mechanisms for phasing or deferring growth;
- Reassess service standards for capital facilities; or
- Identify new revenue sources.

Relationship to the Capital Improvement Program (CIP)

CF-11 Adopt the City's Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term Capital Investment Strategy. Ensure that project priorities,

funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the CIS. Allow flexibility to amend the CIP for time-sensitive or critical needs.

Redmond Today

Redmond is the seventeenth-largest city in the state with a 2025 population of 82,380. During the day, the city's population reaches 114,000, including residents at home and employees. It is home to many high-tech businesses, as well as diverse businesses such as aerospace, seafood processing, logistics, and medical services.

Downtown is active and walkable, with Downtown Park becoming the community's front lawn and a hub of activity. Despite many changes, Downtown retains a vibrant historic core.

Overlake Village's transition from an auto-centric retail center to a mixed-use neighborhood is underway, encouraged by City planning and investment in a variety of public facilities and light rail service. Overlake is home to advanced technology corporations, both large and small. Over time, thousands of new residents are anticipated to move to Overlake Village as the area transforms to include mid- and high-rise apartments and condominiums, urban parks and plazas, and a transportation network that supports mobility by transit, cars, bicycles, and foot.

Marymoor Village remains home to manufacturing and manufacturing-adjacent businesses, while also seeing new apartment construction in response to subarea planning efforts and light rail access. Its location adjacent to Marymoor Park makes it attractive for multifamily development and businesses that thrive near recreation centers.

Redmond continues to provide high-quality public safety, parks and recreation, transportation, and utilities services. Residential neighborhoods are highly sought after and home to a variety of household types and sizes. The Sammamish Valley remains an open vista of green flanked by hillsides that have retained much of their woodland character.

Redmond's Vision for the Future

In 2050, Redmond community members describe their community as complete, offering a wide range of services, opportunities, and amenities. The community has successfully woven the small-town feel of older, established neighborhoods with the energy and vitality of Redmond's centers. The result is a place where people are friendly, often meet others they know, and feel comfortable and connected. It's a place where diversity and innovation are embraced, and collaborative action is taken to achieve community objectives. It's a place home to people from diverse backgrounds, which enriches the city's culture.

The vision also includes:

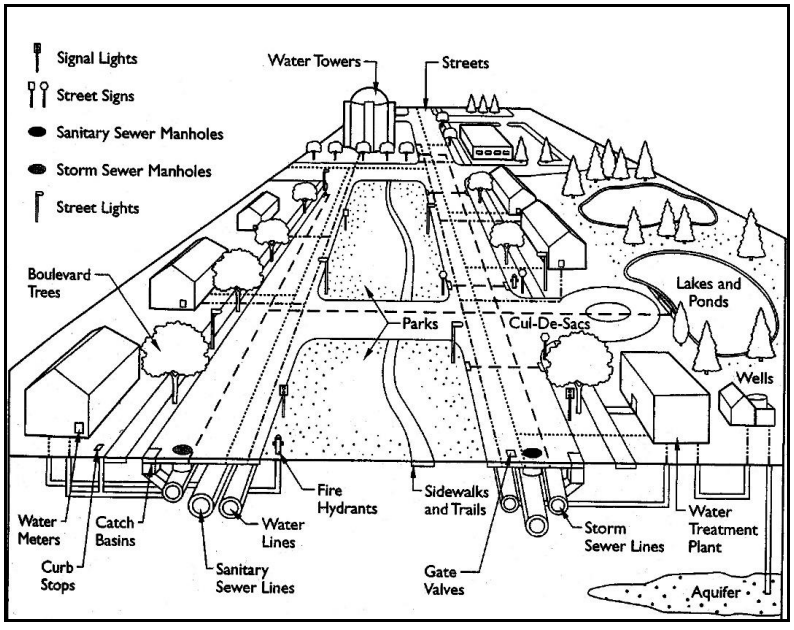
- Redmond's centers are hubs of residential, commercial, and cultural activity.

- Redmond neighborhoods are more diverse and more complete.
- Redmond maintains a strong economy and a diverse job base.
- Redmond's land use pattern has supported sustainability objectives.
- Redmond is designed for equity and inclusion.
- Housing choices meet diverse community needs.
- Redmond's transportation system is designed for people.
- Redmond embodies the idea of nature in the city.
- Redmond is a carbon-neutral community.
- Capital facilities and utilities serve a growing community.
- Everyone has access to high-quality parks and recreation facilities and programs.
- Community members can access the human services they need.
- Redmond is a valued regional partner.

Role of Capital Projects

Capital improvements support transportation needs, protect public health and safety, improve environmental quality, and provide recreational opportunities, to name a few. Examples include bridges, sidewalks, government buildings, water and sanitary sewer systems, parks, fire engines, and storm drainage facilities, as shown in Figure 1. Capital projects advance Redmond's vision for the future by providing the necessary physical infrastructure and related programs.

FIGURE 1: EXAMPLE OF CAPITAL FACILITIES



In the City of Redmond, a capital improvement project is a public facility expenditure costing $50,000 or more with a useful life of 5 or more years. Redmond capital projects also include programs intended to support infrastructure levels of service, such as Transportation Demand Management.

Once a capital project is built, it must also be maintained for safety, performance, and upkeep. Some maintenance activities, such as emergency repairs, are performed under ongoing capital programs, while others, like routine cleaning or monitoring, are part of the City's operating budget. The City's infrastructure also needs to be periodically replaced due to aging equipment or materials, insufficient capacity, or updated state or federal requirements. Thus, consideration should be given not only to one-time capital expenses but also to the full cost of ownership, including projected maintenance and replacement costs over time. See Figure 2.

FIGURE 2: 4 RS OF CAPITAL PROJECT MAINTENANCE

Capital improvements also help to facilitate economic development. For example, the City's investments in Downtown, Marymoor, and Overlake are tangible steps toward realizing the vision for these locations and encouraging continued private investment.

The private sector also contributes to Redmond's physical development from minor redevelopment to major revitalization projects. This can take the form of new commercial and residential buildings with park space designed for and open to the public, such as the recently completed Esterra Park (Figure 3) in Overlake. In addition, private developers install utilities, improve streets and sidewalks, and add trails to serve new housing or commercial developments.

FIGURE 3: ESTERRA PARK

In some cases, public-private partnerships are formed to meet mutual service goals for both sectors. For example, the City recently partnered with Microsoft and Sound Transit to build the 1,100-foot Redmond Technology Station (RTS) Pedestrian Bridge (Figure 4). Private development at all scales not only meets market demand of the private sector but also contributes key infrastructure linkages in the public realm. By improving physical infrastructure and supporting key private development, capital investments serve a dual purpose in fulfilling Redmond's land-use vision.

FIGURE 4: RTS PEDESTRIAN BRIDGE

Role of Functional Plans

Successfully planning capital facilities requires a disciplined, comprehensive process. The City of Redmond accomplishes that objective by developing functional plans consistent with policies in the Capital Facilities Element and the requirements for capital facility planning set forth by the Growth Management Act.

The City uses functional plans to guide the development of capital priorities and investment decisions within the following functional areas:

- Fire protection and response, including the city and other contracted service areas.
- Police services.
- Stormwater and surface water management.
- Water and wastewater systems.
- Parks, arts, recreation, culture, and conservation (PARCC).
- Transportation.
- Emergency preparedness and management.
- General government facilities.
- Other functional areas as identified.

The City's policy CF-2 calls for functional plans to include the following features necessary to maintain an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and the Zoning Code:

- A description of the current capital facility infrastructure, including green infrastructure, and the scope and cost of its operation and maintenance.
- A description of current capital facility deficiencies and appropriate strategies to remedy these deficiencies.
- An analysis of capital facilities needed through the year 2050, and preliminary cost estimates to meet those needs.
- An analysis specifying how capital facilities will be financed and maintained.
- A description of the functional plan's public outreach, participation, and review process.
- Criteria to be used to prioritize projects and inform the Capital Investment Strategy.
- An analysis of how proposed investments impact underserved communities and geographies.
- A description of how the plan addresses emergency preparedness and resilience to natural hazards, including climate change impacts.
- A description of how the functional plan and supporting documents fulfill Growth Management Act requirements.

- An analysis indicating that the functional plan, including any subsequent revisions or modifications, is consistent with Comprehensive Plan policies, Zoning Code regulations, and applicable state and federal laws.

Together, the policies in the Capital Facilities Element, the City's functional plans, its capital budget, the Capital Investment Strategy, and the long-range financial strategy for capital investments comprise Redmond's Capital Facilities Program (CFP). This comprehensive planning and budgeting framework is used to assess the City's capital facility needs based on service standards, the long-term costs of acquiring and maintaining facilities, and financing strategies.

The CIS does not replace existing capital planning and budgeting documents but rather strengthens collective performance by strengthening connections. It is the "master plan" portion of the Comprehensive Plan, containing an integrated set of tools to implement the vision. When added together, the list of project needs over the next 25 years is long, and costs exceed projected revenues. Knowing the range of needs relative to revenues helps the City sequence projects effectively based on the expected pace of growth and maintenance needs, and plan for key expenditures well in advance.

Document Scope and Key Assumptions

Vision Blueprint is intended to provide a list of project needs through 2050. Routine activities or minor projects covered by ongoing programs are outside the scope of this document.

The following functional plans are used to identify projects in this plan, along with information from the City's 2025-26 budget and 2025-30 CIP.

- General Government
  The Capital Facilities Plan 2050 – General Government was adopted in December 2025 and includes capital projects for government facilities such as City Hall, park facilities (but not parks themselves), police facilities, and fire stations.

- Transportation
  The Transportation Master Plan (TMP) was adopted in February 2026. The TMP includes a transportation facilities plan identifying transportation projects through 2050.

- Stormwater and Surface Water Management
  Projects from the preliminary draft of the City's first comprehensive Surface and Stormwater Plan, anticipated to be adopted in 2027, as well as the projects that are candidates for inclusion in the 2027-32 CIP, are used.

- Water and Wastewater Utilities
  Projects identified in the 2024 Water System Plan and the General Wastewater Plan (updated 2024) are used.

- Fire
  Vision Blueprint uses the 2025-2050 Fire Department Functional Plan. It identifies capital projects, equipment, and operational needs. Capital projects from this plan were included in the Capital Facilities Plan 2050 – General Government.

- Parks, Arts, Recreation, Culture, and Conservation
  The 2023 PARCC Plan was used to identify capital projects for parks, park facilities, and trails.

Other Scope Considerations

- Construction Management
  Redmond's Construction Division manages the design and construction of water, wastewater, stormwater, transportation, police, fire, parks, and stream habitat projects and provides construction inspection services for development projects. Staff sequencing of proposed projects over the three CIS time periods through 2050 did not account for the Construction Division's capacity to manage the number of projects proposed for any given time period.

- Asset Management
  Plans are expected to be published beginning in 2027; lifecycle cost and condition data in these plans will inform future CIS updates.

- Environmental Sustainability
  The 2025 Environmental Sustainability Action Plan serves as a five-year roadmap to achieve net-zero emissions and create a resilient community and environment. Similarly, the Climate Emergency Declaration, adopted by Council, establishes the goal of net-zero emissions from City operations by 2040. The ESAP prioritizes actions, including technical analyses and policy decisions, that impact capital planning and future projects in support of these goals. Examples include facility decarbonization planning to information future maintenance upgrades, design work to advance solar and battery storage on city facilities, and green building policies and standards.

- Public Art Master Plan
  The Public Art Master Plan provides a comprehensive vision for public art in Redmond that will inspire a new generation of creative placemaking in the public realm, including public buildings, the streetscape, landmarks, parks, open spaces, pathways and trails, and water quality infrastructure. The plan is being updated for 2026 and will include updated strategies for funding public art as part of capital projects. These strategies will be integrated into CIS as it is updated.

Timeline for Capital Planning

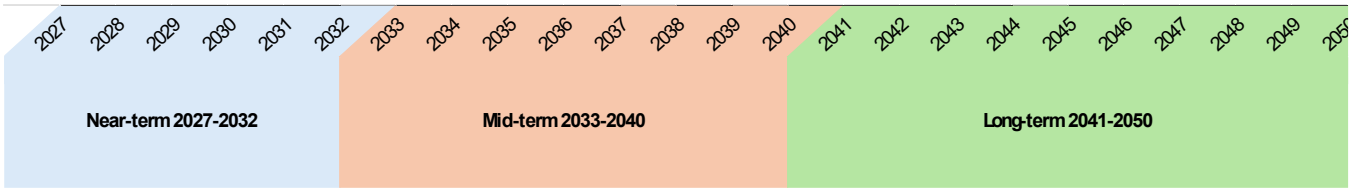
The Capital Investment Strategy includes project information and revenue projections for 2025-2050. The year 2050 defines the overall CIS planning horizon, consistent with vision descriptions and growth projections contained in the Comprehensive Plan. The CIS time horizon is then divided into three time periods – near, middle, and long – as shown in Figure 5 below. As described in Chapter 2,

future CIS updates may result in adjustments to durations of one or more periods as time advances toward 2050.

Time periods are established to address uncertainty about specific project information in the outer years of the CIS. While the CIS cites the best available information, sometimes the timing is uncertain, and only the preferred or required sequencing is known, which is still useful information.

The Capital Investment Strategy can inform project identification and budget deliberations by providing a longer-term view of how expenditures will shift over time to address major initiatives and citywide needs. Chapter 2 provides further detail on this.

FIGURE 5: CAPITAL INVESTMENT STRATEGY TIMELINE



How this Document is Organized

Vision Blueprint is organized to be consistent with Growth Management Act requirements for capital facilities and utilities planning, as well as the City's requirements, best practices, and procedures for planning. Each chapter can be read and referenced individually, but it is important to review the entire document during budget and capital investment planning to ensure alignment. The document is organized as follows:

Chapter 1 places the CIS in the context of Redmond's existing capital program.

Chapter 2 presents significant capital projects and anticipated costs during each time period through 2050 for the City, as well as information regarding capital programs and costs.

Chapter 3 describes major revenue sources, current funding requirements and practices, projected revenues compared to anticipated costs, and potential funding alternatives.

Chapter 1

Building on a Solid Foundation

This chapter highlights Redmond's current infrastructure and service standards, as well as recent accomplishments in each functional area. This chapter has two parts:

- Accomplishments
- Redmond's Infrastructure Today

About Level-of-Service Standards

Level-of-Service standards are adopted into the Comprehensive Plan and shown in policy CF-6.

Service standards are a yardstick for measuring the safe and reliable performance of capital facilities. Service standards may be defined in law, as with water and sewer systems and facilities; be recommended by professional associations, as with parks; or be locally defined based on community preferences, such as policing standards. Once service standards are established for capital facilities, they become requirements that guide the type and level of investment needed to maintain them. Increased population and employment may require greater capital investment to maintain service standards.

Asset Management Plans (AMPs) for each functional area will document asset conditions and the level of service each asset class is expected to deliver, and identify what investment is needed to sustain services over time. AMPs are expected to be published in 2027.

Accomplishments

Redmond's quality infrastructure results from implementing current and past functional plans and making the investments needed to maintain service standards and advance the City's vision. Recent accomplishments speak to Redmond's current priorities and suggest upcoming areas of focus. This section highlights improvements since the previous Blueprint 2030 was adopted in 2013.

General Government Facilities

Major accomplishments for government facilities occurred in Parks and Fire functional areas and are noted in their respective sections.

- Public Safety Building Phase 1 – shell and seismic retrofit.

FIGURE 6: REDMOND PUBLIC SAFETY BUILDING

Fire Facilities

Capital assets for Redmond's Fire Department include equipment and facilities. Projects completed since 2013 include:

- Fire Station 17

FIGURE 7: FIRE STATION 17

Parks

Since 2010, the City Council has adopted three updated versions of the PARCC plan, with the most recent adopted in 2023. In the current PARCC Plan, the park system was assessed using the Washington Recreation and Conservation Office's (RCO) level-of-service metrics. Public satisfaction with both parks and trails was high, and the biggest gap identified was access to parkland within a half-mile travel shed. The development of several City parks will improve the distribution rating. As of 2023, 54% of households were within a half mile of a developed City park, and 70% of households were within a half mile of trail access. Acquisition of parkland in Overlake remains a priority. Updating park impact fees and identifying new funding sources will support future acquisitions. Park projects include acquisition, master planning and design, park development, park redevelopment and maintenance, trail development, and recreational facilities.

Key accomplishments since the 2013 Blueprint include:

Acquisition

- Redmond Community Center at Marymoor Village (2025)

Park Development

- Downtown Park

  Redmond's Downtown Park was opened in 2018 after 3 years of development, including master planning, property acquisition, and construction. It serves as Redmond's signature destination and creates a place for community members to gather and celebrate. It is a vibrant community space that encourages special events, arts, music, and fun. The enhanced pedestrian environment in and around the 2-acre park stimulates economic activity in the neighborhood.

FIGURE 8: DOWNTOWN PARK

Park Redevelopment and Maintenance

- Community Garden Expansion
- Demonstration Dog Park
- Grass Lawn Parking Lot
- Hartman and Grass Lawn Turf Replacements
- Meadow Park and Reservoir Park Court Resurfacing
- Hartman Park – Bike Park Renovations

Trail Development

- Redmond Central Connector Phases 2 & 3 (2017 and 2014)

The Redmond Central Connector (RCC) is a 3.9-mile trail corridor envisioned as the artery of the City, linking Sammamish, Redmond, and Kirkland and knitting together Redmond Town Center, historic Downtown, the Grass Lawn neighborhood, and the Willows business district.

The City purchased the property in 2010 as part of a regional partnership to develop a regional trail system, which is part of the larger 42-mile Eastrail. The RCC trail connects the East Lake Sammamish, Bear Creek, Sammamish River Trails, and the Cross Kirkland Corridor north of NE 124th Street. The first phase, through downtown Redmond, was completed in 2013.

FIGURE 9: REDMOND CENTRAL CONNECTOR GRAND OPENING - SEPTEMBER 2025

Recreation Facilities

- Redmond Senior and Community Center
- Redmond Community Center at Marymoor Village
- Redmond Pool Renovation

FIGURE 10: SENIOR & AND COMMUNITY CENTER - OPENING DAY MAY 2024

Transportation

Major transportation projects completed in Redmond since 2013 include:

- East Link light rail stations and vicinity improvements
    - Light rail has significantly improved Redmond's connection to the region for those who choose to move without a car. The City partnered with Sound Transit to construct the new DaVinci Ave in front of Overlake Village Station, featuring a large pedestrian plaza for station access.
- Redmond Technology Station Pedestrian and Bicycle Bridge
    - This pedestrian and bicycle bridge provides a comfortable, direct connection across SR 520 and 156th Ave, separating users from traffic on these busy roads. It also includes a direct connection to the Redmond Technology Station.

FIGURE 11: RTS PEDESTRIAN BRIDGE

- Overlake Pedestrian and Bicycle Bridge
    - This bridge provides a connection for two portions of the Overlake neighborhood that SR 520 has historically separated. Pedestrians and bicyclists now have a direct, comfortable route to jobs, services, and transit.
- Redmond Central Connector
    - The Redmond Central Connector provides trail users with a high comfort facility, with access to amenities and recreation opportunities through the Downtown core and connections to Kirkland, Woodinville, Sammamish, and Issaquah.
- Phase 1 of NE 40th St Shared Use Path (SR 520 to NE 163rd St)
- 156th Ave Cycle Track (28th St to 31st St and 36th St to 40th St)
- 152nd Ave Main Street Project
- SR 520 Trail Undercrossing at NE 40th Street
- Downtown couplet conversion
- Cleveland St. pedestrian scrambles

FIGURE 12: PEDESTRIAN SCRAMBLE AT CLEVELAND ST. & 166TH AVE NE

The 2022 TFP includes 65 projects and 12 programs. A total of 28 of the 65 projects in the TFP (43%) have been completed (most by the City and some by developers and outside agencies), along with proportional progress on the programs. Four additional projects are partially constructed and five of the remaining incomplete projects are partially designed.

Opportunities ahead are detailed in the 2026 Transportation Master Plan, which includes a 2050 Transportation Facilities Plan. The plan lists all the transportation needs and opportunities for the future. Themes include:

- Prioritizing the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system, per Redmond 2050 policy TR-13, will require changes to street design and operations that may impact the convenience of driving.
- Connecting people to light rail with convenient and frequent transit service and high comfort pedestrian and bicycle facilities will alleviate congestion and maximize the return on investment.
- New technologies such as autonomous vehicles, drones, and micro-freight have the potential to reduce congestion and emissions, but must be locally regulated to mitigate potentially negative impacts.

Water

Over the past decade, the Water Utility has been upgrading the City's supply and distribution systems. Highlights include completion of the Southeast Redmond Transmission Main, seismic upgrades, recoating of the Southeast Redmond Tank, replacement of aging variable-frequency drives at the wells, upgrades to pressure-reducing valves, and improvements to telemetry. Redmond

participates with Cascade Water Alliance in securing a future source of supply, including the construction of a new supply meter connecting to the regional water supply system.

Several water main extension and replacement projects were also completed in conjunction with road improvement projects.

The City's water infrastructure continues to meet growth demands through extensions and replacements, driven by development projects and other system upgrades. The Water Utility's emphasis over the next few years will be on refurbishing older infrastructure. This includes programmatic replacement of aging asbestos-cement (AC) pipes and upgrades to some wells to maintain performance and provide additional treatment to meet emerging water-quality requirements, such as PFAS levels. A pre-design study has been completed for Well 4, and a capital project to rebuild or relocate the well is anticipated to be scoped for inclusion in the 2029-2034 CIP.

FIGURE 13: SE REDMOND WATER STORAGE TANK

Wastewater

Capital improvements have included the complete reconstruction of Lift Stations 12 and 13 to allow for increased density in the Marymoor area, as well as upgrades to Lift Stations 5, 6, 8, 11, 15, and 18.

The Wastewater Utility's emphasis over the next several years will be on providing infrastructure to support planned growth in urban centers. This includes upgrades to lift stations and conveyance systems to provide adequate capacity. The City is in the process of establishing a septic-to-sewer

program to eliminate septic systems by providing wastewater mains in areas currently not served by the City. Images below show completed Lift Station 13 and staff training on the new control room.

FIGURE 14: LIFT STATION 13 (MARYMOOR)

FIGURE 15: LIFT STATION 13 CONTROL ROOM

Storm and Surface Water

Continuing efforts to minimize flooding in the City, the current focus of the stormwater capital facilities program is stormwater management goals that provide clean, cool water that is safe for human contact, healthy for fish and wildlife, regulatory compliant, and aesthetically pleasing. Stormwater has been identified as a major contributor to the pollution of urban streams, lakes, and the Puget Sound.

Regional Facilities

Significant progress has been made towards implementing the regional facilities plans in Downtown and Overlake. The regional facilities will manage most stormwater requirements for new development in the basins, as well as retrofit existing development with little to no flow control or water quality treatment to current standards.

In Downtown, the Redmond Way water quality project was constructed in 2015. This project provides increased conveyance capacity for the Sammamish River and water-quality treatment for approximately 270 acres that currently receive little or no treatment. One additional water quality project at NE 85th Street is in the 2025-2030 CIP.

In Overlake, two of three planned regional facilities have been constructed. In 2015, the South Detention Vault, serving 90 acres, was constructed. In 2021, the Overlake Village Infiltration Vault was constructed. The Overlake Village Infiltration Vault provides treatment and infiltration for 94 acres. A third regional facility, planned between NE 24th St. and the Overlake Village light rail station, is likely not feasible as planned due to challenges in acquiring land. The City will need to explore alternative means to serving stormwater treatment and infiltration demands.

FIGURE 16: OVERLAKE VILLAGE STATION INFILTRATION VAULT

To maximize the value of regional facilities for future development, staff must continue to work with the Department of Ecology to demonstrate how the facilities will meet current and future Ecology requirements. This will entail a systematic evaluation of the regional programs when regulations change. Regional facilities will be a significant focus of the Stormwater capital program to accommodate anticipated growth and redevelopment in urban centers, as well as to retrofit large areas of the City.

Redmond's Infrastructure Today

General Government Facilities

The City owns, leases, and operates several other capital facilities to provide administrative, maintenance, or specialized services. Facilities include Redmond City Hall and Public Safety Building, located within Redmond's Downtown Municipal Campus, and the City's Maintenance and Operations Center (MOC) located in Southeast Redmond. MOC personnel conduct repair and maintenance activities on the City's entire capital infrastructure and provide fleet management services for more than 250 pieces of rolling stock and 150 pieces of equipment.

In addition, park facilities, public safety, and fire facilities are managed as part of the city's General Government facilities portfolio within the CIP and budget. Public Safety and Fire facilities are described below. Park facilities are described in the Parks and Recreation section below.

Redmond's Planning Department also oversees two capital programs in the General Government category: the ARCH Housing Trust Fund and Affordable Housing Development . Redmond and the 15 other local jurisdictions that are members of ARCH (A Regional Coalition of Housing) participate in funding the ARCH Housing Trust Fund. The trust fund, created in 1993, is capitalized by local general funds, local sales tax (which is offset against the state sales tax and results in no tax increase to the consumer), and locally controlled, federal Community Development Block Grant (CDBG) funds. The trust fund process allows ARCH members to jointly administer their housing funds and take advantage of the best available opportunities to create affordable and special needs housing throughout East King County. Affordable Housing Development is funded from the General Fund.

Level of Service standards

- *Facilities that are safe and meet all applicable health, safety, and accessibility standards.*
- *Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements.*
- *Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster.*
- *Constructed to support the equitable provision and use of facilities for all users.*

Fire Facilities

The Redmond Fire Department serves the City of Redmond and Fire District 34, providing a full range of fire suppression and emergency medical response services. The Fire Department's seven stations serve an area of approximately 47 square miles.

The Department's mission is to continuously protect and preserve life and property through quality education, prevention, disaster preparedness, and rapid emergency response within the City of Redmond and King County Fire District 34. The Department also provides emergency medical services at the "Basic Life Support" level and is the lead agency for Northeast King County Medic One to deliver "Advanced Life Support".

Level of Service standards

Service standards for Fire protection and emergency management response, including the City and Fire District #34, include a travel time of six minutes or less for 90 percent of emergency fire and medical calls in the City.

Police

The Redmond Police Department provides public safety services, community outreach, and plans capital facility improvements and equipment to ensure quality public safety. Policing is carried out in partnership with the community through long-term problem-solving, crime prevention, and law enforcement, and the Redmond Police provides backup for surrounding jurisdictions. The Police Department's primary capital facility is its operations center located in the Public Safety Building on the Municipal Campus.

Level of Service standards

- *Police capital facility needs are associated with police services, general operations, special operations, and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services and to meet the needs of staff assigned to service delivery.*
- *Ensure emergency response times meet community expectations and call response types.*

Parks

Redmond's Parks Department is responsible for planning and operating Redmond's parks, recreation, and arts system. Redmond's park system includes three recreation centers and 47 parks. Individual facilities include a range of neighborhood, community, and resource parks, as well as a network of trails used for transportation and recreation. There are more than 40 miles of trails in Redmond that have been constructed by the City, King County, and Washington State Department of Transportation. Private parks and trails are also owned and maintained by entities such as homeowner's associations.

The three recreation centers operated by the City are the Redmond Senior and Community Center, the Redmond Community Center at Marymoor Village, and the Redmond Pool. The Old Firehouse Teen Center closed in 2025 due to deteriorating conditions; a new teen center is planned to be built on the same site.

Level of Service standards

The City's parks, arts, recreation, culture, and conservation service standards are considered in light of the National Recreation and Park Association's (NRPA) Park Metrics – a variable metric designed to take into account a community's unique needs. Current key NRPA Park Metric median values are as follows

Category	Benchmark
Park Access	10-minute walk access goal (used by NRPA & Trust for Public Land)
Number of Parks per 10,000 Residents	9.9 per 10k residents
Acres of Parkland per 1,000 Residents	10.8 acres/1,000
Residents per Park	~2,200 residents per park
Median Park Size	5 acres
Operating Expenditures per Capita	~$96 per resident annually
Full-Time Employees per 10,000 Residents	8.3 FTEs
Revenue Recovery (Cost Recovery)	24% of the operating budget is typically recovered through fees

The Redmond 2050 Comprehensive Plan notes the following LOS standards for parks and recreation facilities:

Provide recreational opportunities for all residents through sufficient and equitably distributed parks, trails, and recreational facilities.

- *Percent of households within a ½ mile of developed city park*
- *Percent of households within a ½ mile of trail access.*
- *Acreage of parkland per capita.*
- *Recreation and Conservation Office (RCO) Level of Service Metric*

The *Parks, Arts, Recreation, Culture, and Conservation* plan is the functional plan for Redmond's park system, and describes the service standards in greater detail.

Transportation

Redmond is served by a wide variety of transportation facilities, ranging from multi-use trails and sidewalks to a network of major arterial and freeway facilities and light rail. The transportation system in 2025 includes 366 lane miles of roadway, 230 miles of sidewalk, 112 traffic signals, over 2,000 city-owned streetlights, and 9,275 street signs. Redmond's transportation system is also supported by

programmatic initiatives, such as GoRedmond, Commute Trip Reduction, transit service partnerships, and parking management, designed to encourage more efficient use of transportation infrastructure. Together, these facilities and programs support the City's land use vision by developing and maintaining a sustainable, clean, accessible, safe, and efficient transportation system that moves people and goods.

Public transit facilities in Redmond are operated by King County Metro and Sound Transit and include four light rail stations, four park-and-ride lots, two transit centers, and numerous transit stops. The Washington State Department of Transportation is responsible for the development and maintenance of the SR 520 corridor and has limited maintenance and development responsibilities for SR 202 in Redmond.

Level of Service standards

Transportation service standards help identify the need for programs and projects that support new growth and serve people already living and working in Redmond. Redmond has adopted a service standard that seeks to balance mobility and access demands from existing and future development with investments in the transportation system, ensuring these investments are proportional or concurrent with the demands on the system. This mobility-based concurrency approach, further described in the Transportation Master Plan, ensures that the transportation system supports the City's land-use vision and that the City meets state requirements for establishing service standards.

In addition, the mobility-based service standard is intended to expand travel choices and achieve a multimodal travel environment. Programs, projects, and services in response to existing and growth-related travel include improving access and connections, motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management, among others.

Water

Water facilities serving the City of Redmond and the Novelty Hill Service Area are developed and maintained by the City's water utility, within the Public Works Department, which is responsible for developing and maintaining service standards. Water is supplied through a combination of local City-owned wells and water purchased from Cascade Water Alliance.

Redmond's water system consists of five well sites, ten water storage tanks, and 340 miles of water pipe, serving residential and business customers through 20,100 meters. The City also owns 83 monitoring wells in the aquifer's critical recharge areas. Several facilities are jointly owned with the cities of Bellevue and Kirkland.

Level of Service standards

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Wastewater

Wastewater facilities serving the City of Redmond and the Novelty Hill Service Area are developed and maintained by the City's wastewater utility within the Public Works Department. Public Works is responsible for developing and maintaining service standards for the wastewater utility. The City, through its wastewater utility, is the main provider of sewer service within city limits. A limited number of parcels receive wastewater service from neighboring jurisdictions through interlocal agreements. In addition, some properties are still served by septic tank systems. The Redmond sewer system consists of a network of conveyance pipes and pumping facilities, including 226 miles of sewer line and 22 lift stations. The system works primarily on a gravity-feed basis, with some assistance from lift stations.

Larger transmission mains carry waste to King County interceptors, with sewage ultimately treated at King County's Brightwater treatment plant for most of the City and Novelty Hill Service Area, and at the South treatment plant for a portion of Overlake.

Level of Service standards

The service standard for Redmond's sanitary sewer system is set to allow the collection of peak wastewater discharge, along with infiltration and inflow. The service standard is further described in Redmond's *General Wastewater Plan*.

Storm and Surface Water

The City's Public Works Department ensures that stormwater and surface water systems are properly planned, developed, and maintained.

The stormwater utility currently maintains several planning documents that guide its stormwater and surface water management objectives. The planning documents include 20 watershed plans to improve the water quality and habitat conditions in all of Redmond's streams, compliance with the City's National Pollution Discharge Elimination System (NPDES) Permit, and a Stormwater and Surface Water System Plan, a functional plan consistent with facility planning policies in the Comprehensive Plan, and which will be adopted as part of the Comprehensive Plan in 2027.

Public Works inspects multiple public and private drainage and stormwater facilities to ensure these systems are maintained and functioning as designed. There are more than 300 miles of public stormwater pipes in the City, more than 50 miles of surface waters (such as streams), more than

11,900 catch basins and manholes, and over 300 stormwater control vaults (detention/retention and water quality). Goals for the stormwater systems are to:

- Convey water runoff from common storm events so that the utility of streets, sidewalks, and public lands/facilities is not adversely impacted.
- Provide for system overflow during significant storm events to minimize impacts to buildings and property.
- Provide treatment facilities to remove pollutants.
- Provide for natural systems that are stable and maximize the habitat value.

The Stormwater Utility also manages and performs street sweeping throughout the City. Street sweeping improves water quality by removing pollutants such as debris, oils, and heavy metals before they enter stormwater systems and waterways. Street sweeping also prevents sediment buildup, which reduces the risk of flooding. Minimizing harmful runoff from regular street sweeping supports healthier water and reduces pollution to Redmond's rivers, lakes, and streams.

Level of Service standards

Level-of-service standards established for stormwater and surface water facilities, as identified in the Redmond 2050 Comprehensive Plan, note:

- A level that permits flood and erosion control for the appropriate rainfall duration and intensity to ensure the safety, welfare, and convenience of people and property in developed areas.
- A level of stormwater treatment and detention that adequately protects surface and groundwater quality and is protective of habitat for fish and wildlife, including fish passage through all fish-bearing streams.
- A stormwater system that is designed and maintained to meet NPDES permit requirements.

Chapter 2

Redmond's Infrastructure Needs

What this chapter does

This chapter describes Redmond's major capital project needs by time period, and anticipated costs if available. As costs were taken from multiple sources and developed at different times, these should be considered as high-level planning estimates to support future revenue forecasts and project prioritization.

This chapter also establishes principles to help consider proposed capital projects against not just the service standards of the functional area, but also the needs of the entire City.

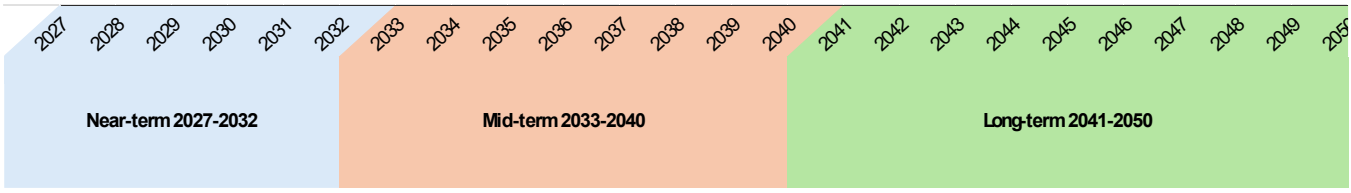
Capital Investment Time Periods

The Capital Investment Strategy timeline corresponds with the Comprehensive Plan's time horizon and vision for the future. The Comprehensive Plan extends to 2050; in the future, as the City extends the Comprehensive Plan horizon as part of periodic major updates, corresponding updates will be made to the CIS horizon.

The 25 years covered in the CIS are grouped into three time periods – near, middle, and long.

- Near-term covers the years 2027-32
- Mid-term covers the years 2033-40
- Long-term covers the years 2041-50

FIGURE 17: CAPITAL INVESTMENT TIME PERIODS



Vision Blueprint - Capital Investment Strategy Principles

The Vision Blueprint includes a set of principles to help consider proposed capital projects against not just the service standards of the functional area, but also the needs of the entire City. This allows projects from different functional areas to be considered side-by-side to determine appropriate sequencing to carry out Citywide principles. The intent of the principles is to provide both a framework for project sequencing and flexibility to accommodate new opportunities, such as funding from grants or partnerships.

Value for investment: Achieve high value for the dollars invested and demonstrate efficiency in cost, timing and approach. Leverage actions and resources by others - through partnerships, for example - to meet the strategic and evolving needs of the City.

Level of service standards: Meet safety needs, complete proactive maintenance to preserve existing investments, improve infrastructure to meet updated regulations and standards, and meet growth-related needs. Account for both the capital and maintenance costs associated with infrastructure investments.

Asset Stewardship and Renewal: Prioritize the timely replacement, rehabilitation, and modernization of aging infrastructure to ensure reliable service delivery and long-term system performance. Use data-driven asset management practices and advanced technologies, such as Supervisory Control and Data Acquisition (SCADA) systems, to monitor conditions in real time, identify critical needs, and reduce the risk of service disruptions. Extend the useful life of existing facilities wherever feasible while strategically investing in upgrades that improve automation, cybersecurity, and operational efficiency. Coordinate renewal efforts to minimize community impacts, improve system resilience, and align investments with current standards, regulatory requirements, and sustainability goals. Plan proactively for both near-term repairs and long-term capital replacement to protect public safety, support continued growth, and safeguard the City's infrastructure investments. The City's Municipal Asset Management Policy (MAMP), adopted October 21, 2025, and the Strategic Asset Management Plan (SAMP) establish how condition, risk, and lifecycle cost data are developed and used across all City departments to support these investment decisions.

Comprehensive Plan: Carry out the Comprehensive Plan, including adopted functional plans, and supporting the themes of sustainability, resilience, and equity and inclusion. Support Redmond's vision and land use plan with special regard to specific projects and priorities identified in the Comprehensive Plan.

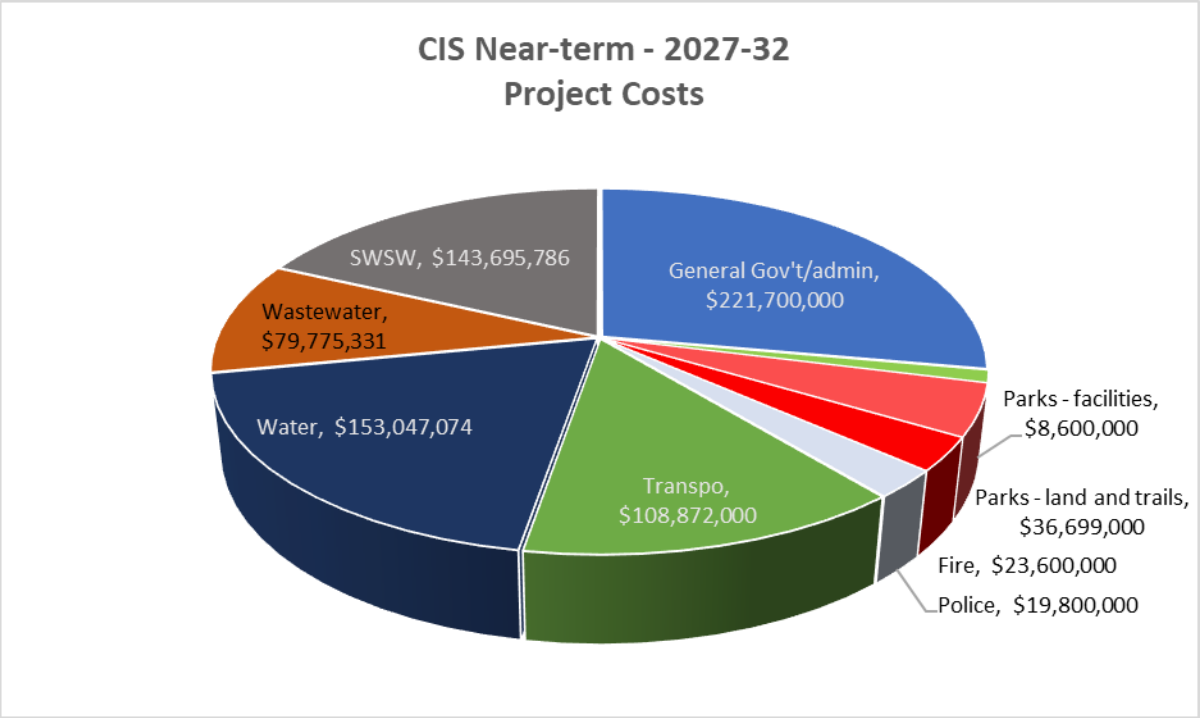
Summary of Key Improvements

This section describes anticipated City capital infrastructure investments divided into the three planning timelines to the year 2050. These projects are taken from adopted functional plans and are considered a snapshot of the period in which they were adopted. Updates to functional plans and studies will lead to revisions to the list in the future.

Near-term (2027 – 2032)

This period includes projects identified and budgeted for the 2025-30 CIP as well as near-term needs identified in adopted functional plans. Because the near-term CIS is substantially based on the adopted CIP, and in order for it to be as accurate a portrayal of the next CIP as possible, this planning horizon is the most financially constrained. The estimated costs for the near-term period are $796 million.

FIGURE 18: CIS NEAR-TERM PROJECT COSTS



General Government Facilities

The 2025-30 budget allocates about $257 million for general government facilities projects, including police and fire facilities. The bulk of this budget is for the proposed redevelopment of the Maintenance and Operation Center.

Other projects include:

- Purchase of a City Hall Annex in Overlake
- Sustainability projects, such as electric vehicle charging stations
- American with Disabilities Act (ADA) improvements

The near-term period also includes:

- The construction of a new Teen Center to replace the Old Redmond Firehouse Teen Center.

Fire Facilities

Fire facilities included in the 2025-30 CIP are:

- Fire Station 17 siding replacement
- Fire Station 11 repairs and installation of an electric vehicle charging station.

Police

The 2025-30 CIP includes funding for the Public Safety Building for mechanical and electrical improvements. The near-term period also includes heat pump replacements at the Public Safety Building.

Parks

Parks improvements in the 2025-30 CIP include about $39 million in investments and include:

- Development of Southeast Redmond Park
- Idylwood Park Parking Lot Repairs & Frontage Improvements
- A new sports field at Grass Lawn Park
- Hartman Park Playground Replacement
- A permanent dog park at Luke McRedmond Park
- Completion of the Redmond Central Connector Phase 3
- Design work for the East Redmond Corridor

FIGURE 19: SE REDMOND PARK

Additional projects included in the near-term are:

- LED lighting conversions at Grass Lawn and Perrigo Parks

- Turf replacements at Grass Lawn, Hartman and Perrigo Parks
- Phase 2 of a Community Garden expansion
- Replacement of the restroom at Anderson Park
- East Redmond Corridor Phase 1 implementation

Transportation

The 2025-30 CIP for Transportation includes $109 million for projects and programs, such as pavement management, sidewalk repairs, and pedestrian safety.

Projects include:

- 148th Avenue new northbound lane and trail from State Route 520 to 24th Street
- Cycle tracks on 156th Ave and 161st Ave
- New roundabout at Bel-Red Road and West Lake Sammamish Parkway
- A bike lane on Avondale Way between the Bear Creek trail and Avondale Road
- Pavement management projects on West Lake Sammamish Parkway, NE 24th St, and Avondale Road
- Replacement of the 95th St Bridge

Additional projects included in the near-term are:

- Bear Creek Bridge rehabilitation
- An expansion of the Downtown Adaptive Signals program
- 156th Ave NE buffered bike lanes (51st to 60th)
- 148th Ave NE Safety Corridor Project and Shared use Path
- West Lake Sammamish Pkwy multimodal improvements
- Old Redmond Rd. Paving, utilities, and separated bike lane

Water

Note that investments for the Novelty Hill service area are included in the water portfolio.

The 2025-30 CIP identifies about $69 million in water project investments including water utility apportionment of Maintenance and Operations Center project. These include:

- Replacement of the joint use Kirkland South Reservoir tank
- Pressure Reducing Valve and Meter Replacement project
- Asbestos water main replacements (miscellaneous locations)

- Novelty Hill Water Tank 1 - Repainting and Seismic Upgrades
- Extension of the Willow Road watermain
- Replacement of the 51st St watermain
- Booster Pump Station Upgrades (Education Hill, SE Redmond, Perrigo)
- Upgrades to control and telemetry systems for Novelty Hill water facilities.

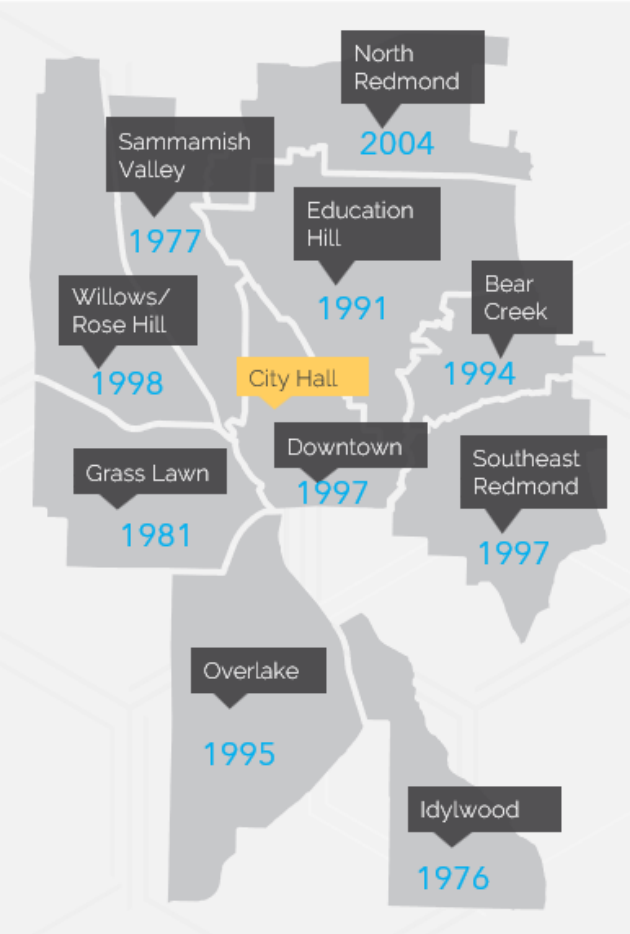
Additional projects included in the near-term are:

- Well 4 rehabilitation
- Water Quality Treatment for Supply Wells 1 and 2 (project not fully scoped, feasibility study in progress)
- Revisions to scope of existing projects to align with proposed transportation paving projects

Planning Water Improvements

The water utility is developing an Asset Management Plan to inform programmatic capital repair and replacements of aging infrastructure as renewal demand rises. The utility is also building a prioritization tool to rank pipe renewal and replacement projects based on condition and risk. The tool is anticipated to be deployed in 2028. On-going programmatic pipe renewal and replacement projects are included in the near-term time period to reflect investment needs for aging infrastructure. Figure 20 below shows median age of water infrastructure by neighborhood.

FIGURE 20: MEDIAN AGE OF WATER INFRASTRUCTURE BY N'HOOD



Wastewater

Note that investments for the Novelty Hill service area are included in the wastewater portfolio.

Wastewater projects in the 2025-30 CIP have investments of $30 million and generally include upgrades to lift stations and wastewater utility apportionment of Maintenance and Operations Center project. Other projects include:

- Connection to King County Wastewater System – Avondale Road
- Wastewater Pipe Rehabilitation Project #2
- Upgrades to control and telemetry systems for Novelty Hill wastewater facilities.

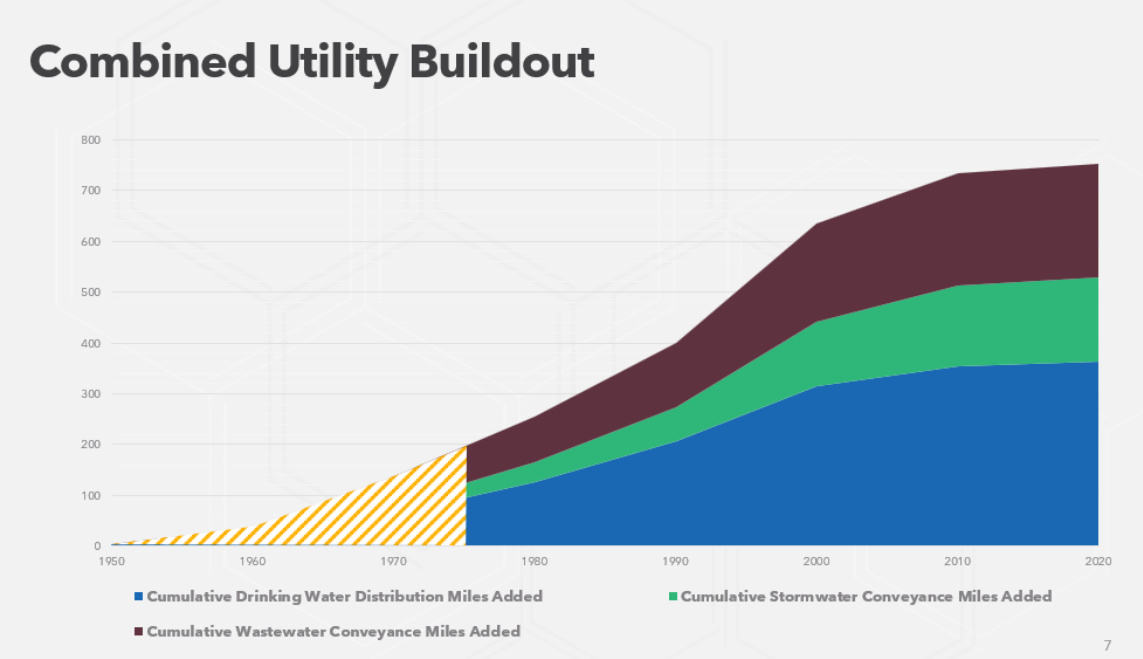
Additional projects included in the near-term are:

- Redmond Town Center Sewer upgrades to support planned redevelopment
- Sewer upgrades on NE 51st
- Wastewater pipe rehabilitations on West Lake Sammamish Parkway and on Education Hill.

Planning Wastewater Improvements

The wastewater utility is developing an Asset Management Plan to inform programmatic capital repair and replacement of aging infrastructure and a project prioritization tool to rank renewal and replacement projects which is anticipated to be deployed in 2028. Figure 21 below shows utility infrastructure by installation decade and infrastructure nearly at life expectancy.

FIGURE 21: COMBINED UTILITY BUILDOUT BY DECADE



Storm and Surface Water

Stormwater projects in the 2025-30 CIP include about $73 million in investments, with more than half dedicated to the Evans Creek relocation project. Near-term funding also includes stormwater utility apportionment of Maintenance and Operations Center project. Other projects include:

- 9200 Ravine Stormwater bypass
- Miscellaneous projects involving culvert replacements, stormwater pond repairs and corrugated metal stormwater pipe replacements

Additional projects included in the near-term are:

- Bear Creek Habitat enhancement
- Water quality facility on NE 85th St
- A stormwater main and trunk line at 95th near Sammamish River

Public Works is also proposing several programmatic projects for the near-term period for efficient management and maintenance of existing stormwater infrastructure. The programs will drive stormwater pipe renewal, fish barrier removal, small drainage repair, and small stream habitat improvements.

Planning Stormwater Improvements

The City will continue efforts to be early implementers of innovative techniques and technologies that help achieve its goals quickly and cost effectively, as well as being competitive for grant funding, and partnering with other City divisions on projects with multiple benefits. Transportation retrofits are a good example of partnering opportunities as most roads have no flow control or water quality treatment. These projects offer opportunities for low impact development techniques such as bio-retention (rain gardens), infiltration, pervious pavements, and minimizing runoff through removal of pavement. The City will continue to need to examine stormwater management regulations and capital improvement objectives in response to state and federal requirements and in support of Redmond's sustainability principles.

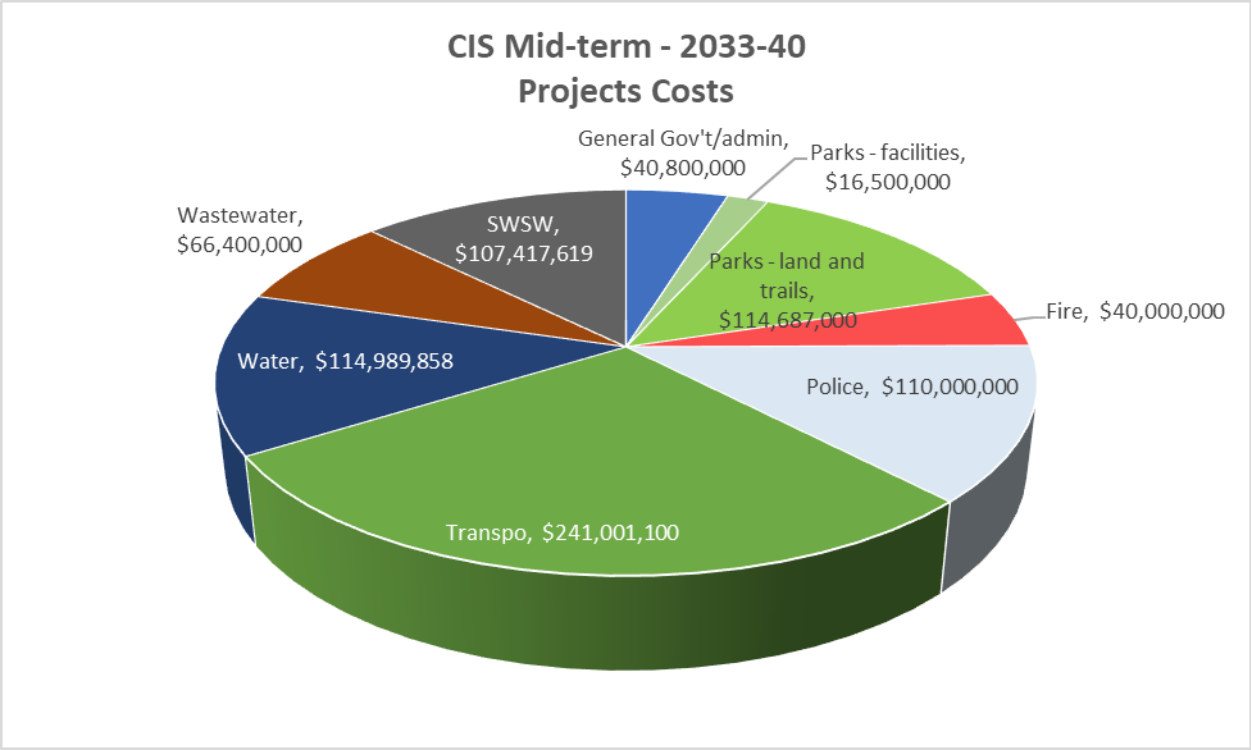
Staff recently reevaluated the prioritization criteria for capital projects to bring them in line with the division performance measures – integrating the runoff reduction, flow control, and water quality treatment needs of each drainage area. On the infrastructure side, a new asset management system is in development that will allow the systematic programming of capital repair and replacement as renewal demand rises.

Mid-term (2033 - 2040)

Projects identified for the mid-term planning period were identified from adopted functional plans. Project costs and revenues are identified at a high level to support future planning. As functional plans are updated these projects will be reevaluated. During this period the Redmond Comprehensive Plan will also be updated, requiring a reevaluation of the CIS and project needs to align with the updated plan's vision and goals.

There are about $851.8 million in proposed investments for this period. These are broken down for each functional area in the table below.

FIGURE 22: CIS MID-TERM PROJECT COSTS



General Government Facilities

Four projects estimated at $40.8 million are identified in the mid-term CIS for general government facilities. Proposed investments include costs of maintenance and renovations occurring during the planning period.

- City Hall lifecycle renovations
- Maintenance and Operations Center on-going maintenance
- Land acquisition for an Overlake Community Center

Fire

Proposed Fire Department investments for this period are estimated at $40 million and are focused on land acquisition and construction costs a new Fire Station 12.

Police

This period envisions a new Public Safety Building with cost estimated at $110 million.

Parks

The proposed CIS for Parks did not distinguish between mid- and long-term; instead, planning was for 20-year investments. Over 40 parks and trails projects were identified with an estimated investment of $115 million. Park projects were broken down into three areas, excluding community centers, identified above in general government facilities:

East Redmond Corridor

- Farrel-McWhirter Renovation
- Arthur Johnson Park Design & Development
- Conrad Olson Park Design & Development
- Juel Park Design & Development
- Martin Park Design & Development

Urban Parks and Plazas

- Marymoor Village urban park or plaza development
- Overlake urban park or plaza development
- Downtown linear park or plaza acquisition and development

Park Development and Enhancements

- Sammamish Valley Park Development
- Dudley Carter Park Renovation
- Cascade View Park Expansion

Community Centers

- Overlake Community Center

Trail Projects

- Marymoor to Idylwood Park on West Lake Sammamish Parkway
- Various PSE Powerline Trail improvements
- Buildout of the East Redmond Corridor Trail network
- Nike Park trail improvements
- Miscellaneous neighborhood connections

Transportation

The Transportation Master Plan identified 42 projects with a cost estimate of $241 million during the 2033-40 CIS planning period. Projects include:

- Redmond Way widening, which would add a second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue.
- Multiple projects to construct and upgrade streets in accordance with Overlake Village Design Standards.
- Multiple cycle tracks and other multimodal pedestrian corridors.
- Upgrades to the road and pedestrian network in Marymoor Village.
- Widening 187th Ave NE between Redmond way and East Lake Sammamish Parkway.
- In North Redmond, construct a new traffic signal or roundabout at 124th Ave NE and 162nd Pl NE.

Utilities

All utilities (Water, Wastewater, and Stormwater) are in the process of developing Asset Management Plans and tools to prioritize programmatic capital repair and replacements of aging infrastructure as renewal demand rises. It is anticipated that additional renewal and replacement projects will be identified for the 2033-2040 CIP.

Water

The water utility projects were divided as either 6-year CIP or long-term in the Water System Plan. For the purposes of capital investment planning projects are identified in funding as mid-term projects until additional assessment can determine which projects can be delayed until 2041 or beyond. Mid-term projects include about $115 million in investments and include:

- Continued programmatic pipe replacements to renew aging infrastructure.
- Well equipment upgrades
- An additional 7.4-million-gallon water storage facility on Education Hill
- Aging water main replacements
- Novelty Hill Water Tank 2 - Recoating and Seismic Upgrades
- Rehabilitation or relocation of Supply Well 4

Wastewater

The General Wastewater Plan identified on-going programmatic projects to extend wastewater lines to connect septic systems in the wastewater service area and seven projects totaling $66 million for the period beyond 2032. These do not include developer projects. Projects include:

- Lift Station No. 8 Rehabilitation Gravity Alternative (NE 111th St to 167th Ct NE)
- Lift Station No. 15 Gravity Sewer Replacement project

Storm and Surface Water

For the mid-term time period, on-going programmatic projects to drive stormwater pipe renewal, fish barrier removal, small drainage repair, and small stream habitat improvements are included as well as, nine projects estimated at about $107 million were identified for the 2033-40 period. Not all projects had cost estimates identified. Projects identified for this period include:

- Overlake Regional Stormwater - Bellevue bypass
- Sammamish River Habitat Enhancements 90th to Willows
- Bear Creek enhancements: rehabilitation and acquisition projects
- Monticello Creek South Fork channel realignment and rehabilitation
- 116th Culvert and Stream Relocation at Mosaic Meadows

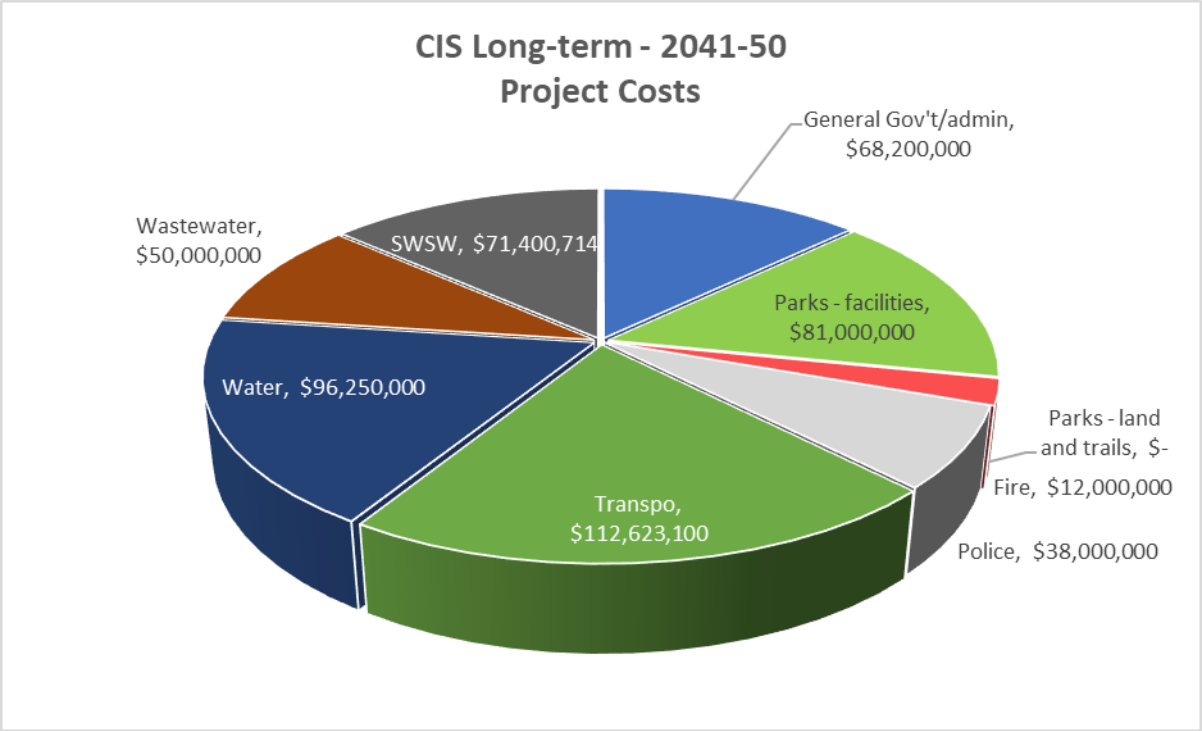
Long-term (2041- 2050)

The long-term time period is the final period of the 25-year CIS horizon. Long-term projects include those that were not a funding priority in the mid-term; were appropriate to sequence with expected development activity, population and employment growth, and regional investments; or are based on anticipated infrastructure replacement needs during this time period.

This is the least certain time period with respect to project scope, costs, and revenue projections. In that regard the long-term period acts as a placeholder for future needs as well as conceptual projects.

Project investments identified for this period total about $529 million, as shown below. As noted in the previous section, some projects identified in the CIS mid-period 2033-40 may fall into the later years CIS period.

FIGURE 23: CIS LONG-TERM PROJECT COSTS



General Government Facilities

Investments for this period would relate to maintenance of existing facilities such as City Hall and the Maintenance and Operations Center.

Fire

Investments for this period include $12 million for Fire Station 16 lifecycle renovations.

Police

Public safety investments for this period include a potential Overlake Precinct, estimated at $38 million.

Parks

Investments in this period envision a new community center in Overlake, with a cost estimated at up to $81 million. For other park projects, refer to the section on medium-term projects for Parks as the medium- and long-term projects were not distinguished in the PARCC Plan as such but rather were grouped as 20-year investments.

Transportation

The Transportation Master Plan identifies 14 projects with a cost of $113 million in the long-term. Investments include:

- An extension of 158th Ave NE south to Redmond Way to support redevelopment in the area.
- A grade separation project on the 520 Trail at NE 51st St
- Intersection improvements in Overlake at NE 51st St and 148th and 152nd Avenues
- In Marymoor, a retrofit of NE 65th St
- Along NE 76th St in SE Redmond, widening and intersection improvements
- Widening and upgrades to NE 116th St on Education Hill
- Widening Red-Wood Road between the PSE Powerline trail and NE 124th St.

Utilities

All utilities (Water, Wastewater, and Stormwater) are in the process of developing Asset Management Plans and tools to prioritize programmatic capital repair and replacements of aging infrastructure as renewal demand rises. It is anticipated that additional renewal and replacement projects will be identified for the 2041-2050 CIP as larger share of assets hit their life expectancy.

Water

For the long-term period 2041-2050, on-going projects are identified to renew and repair infrastructure. The programmatic replacement projects are estimated at $96 million. These include:

- Aging Water Main Replacements
- Advanced Meter Infrastructure transition
- An additional water storage facility at Overlake

Wastewater

For the long-term period 2041-2050, on-going projects are identified to extend wastewater lines to connect septic systems within the wastewater service area. The programmatic septic to sewer projects are estimated at $50 million. For other potential long-term projects, see medium-term projects for Wastewater as the medium- and long-term projects were not distinguished as such but rather were grouped as 20-year investments.

Storm and Surface Water

For the long-term period 2041-50, eight projects were identified, estimated at $71 million. These include:

- Sammamish River habit enhancements, including open space at Valley Estates
- Bear Creek Restoration at Bear Creek Park
- Peter's Creek Restoration

Chapter 3

Funding Redmond's Infrastructure Needs

This chapter describes the City's major revenue sources, Redmond's financial and capital planning approach, projected revenues and anticipated costs for the three periods of the 2050 Vision Blueprint, and potential funding alternatives.

Fiscal Policies

The City of Redmond's fiscal policies serve as a crucial framework for effectively and sustainably managing public finances. These policies arise from the necessity to balance the demands of community services with available resources, ensuring adequate funding for essential functions such as public safety, education, and infrastructure maintenance.

The following fiscal policies are relevant to the Capital Investment Strategy. These policies will be presented and adopted as part of the biennial budget process.

5.3 Capital Program Funding Appropriations

- 5.3.1 Funding Sources
    - Capital funding sources may be appropriated for:
        - Infrastructure projects that cost at least $50,000 with a useful life of at least five (5) years.
        - Technology projects that cost at least $10,000 with a useful life at least three (3) years.
        - Approved, coordinated, and ongoing programs.
        - Allowable non-capitalizable costs such as assessments, studies, plans, and monitoring of capital asset performance, which will be expended in the operating budget, but funded by transfers from the capital program.
- 5.3.2 Capital Project Financing
    - The City will identify the estimated costs and potential funding sources for each capital project.
    - The City will determine the least costly financing method for all capital investments while ensuring cash flow needs are still met.
- 5.3.3 Council Approval
    - City Council will approve the capital investment program plans and project appropriations in two-year increments for inclusion in the biennial budget.
    - Funding commitments for the future years will be reconfirmed during future budget processes.
- 5.3.4 Carryover Budget
    - Capital projects are typically multi-biennial projects implemented in phases with automatic carryover of budget from one biennium to the next.

- 5.3.5 Project Budget Management
    - Capital investment project budgets will be approved by City Council in total. Budgets for project phases will be managed by project managers.

5.5 Operating Impact of Capital Investments

- 5.5.1 Costs
    - The near- and long-term support, maintenance and operating costs associated with a capital project proposal shall be estimated and included to evaluate life cycle costs.
- 5.5.2 Operating Costs
    - The capital project approval process must ensure that necessary funds can reasonably be assumed to be available for increased operating costs stemming from project completion.

5.6 Capital Investment Funding

- 5.6.1 Capital Investment Program Funding
    - The City will annually transfer five percent (5%) of discretionary General Fund revenues plus the pavement management contribution to the capital investment program as part of the biennial budget.
- 5.6.2 General Fund Transfers
    - General Fund transfers for capital projects will be made on a reimbursable basis.
- 5.6.3 Real Estate Excise Tax (REET)
    - Real estate excise tax (REET) will be used for one-time capital project funding. It will not be used for general maintenance of the City's infrastructure.
- 5.6.4 Impact Fees and Capital Facilities Charges
    - All impact fees and capital facilities charges will be increased annually based on the Consumer Price Index (CPI).
- 5.6.5 Fee and Charge Updates
    - The City shall conduct comprehensive updates for all impact fees and capital facilities charges at least every five years.
- 5.6.6 Business Tax Increases
    - Business Tax will be increased annually based on the CPI.
- 5.6.7 Capital Grant Funding Requirements
    - Applications for capital grant funding will only be submitted if the project receiving the funding is part of the City's Capital Investment Strategy and/or approved by the Governance Committee.
- 5.6.8 Short-Term Debt
    - Short-term debt encompasses a payback period of three years or less.
    - The City may use short-term debt or interfund loans to meet temporary cash flow needs.
    - Interfund loans will be permitted only if an analysis of the affected fund indicates excess funds are available and the use of these funds will not impact the fund's current operations.

    - Interfund short-term borrowing will be subject to City Council approval and will bear interest based upon prevailing rates.
    - The City will not use short-term debt for current operations.
- 5.6.9 Long-Term Debt
    - Long-term debt encompasses a payback period of more than three years.
    - The City will utilize long-term borrowing for capital projects that cannot be financed with available cash and/or anticipated cash flows on a pay-as-you-go basis.
    - Current outstanding debt can be refinanced through issuing refunding bonds provided that the net present value (NPV) savings from securing lower interest rates is at least four percent (4%).
    - The City will determine whether self-supporting bonds (such as special assessment improvement district bonds) are in the City's best interest when planning to incur debt to finance capital improvements.
    - The City will maintain proactive communications with the investment community, including the secondary market, about its financial condition. In addition, the City will follow a policy of full disclosure on its financial reports and the bond prospectus (also known as the Official Statement).
    - The City will not use long-term debt for current operations.
- 5.6.10 General Obligation Bonds
    - Every project proposed for financing through general obligation debt shall be accompanied by a full analysis of the future support, maintenance and operating costs associated with the project.
    - Bonds cannot be issued for a longer maturity schedule than a conservative estimate of the useful life of the asset to be financed.
    - Before general obligation bond propositions are placed before the voters, the capital project(s) under consideration shall be included in the Capital Investment Program. The source of funds should describe the intended use of bond financing.
    - No general obligation bonds issued for one or more capital projects shall exceed 50 percent of the total project funding without voter approval.
- 5.6.11 Limited Tax General Obligation Bonds
    - As a precondition to the issuance of limited tax (i.e., non-voted) general obligation bonds, alternative methods of financing should also be examined.
    - Limited tax general obligation bonds should only be issued under certain conditions:
        - A project requires funding not available from alternative sources
        - Matching fund monies are available which may be lost if not applied for in a timely manner
        - Catastrophic conditions.
- 5.6.12 Revenue Bonds
    - Revenue bonds are used to finance construction or improvements to facilities of enterprise systems operated by the City in accordance with the Capital Investment Program and are generally payable from the enterprise.

    - No taxing power or general fund pledge is provided as security. Unlike general obligation bonds, revenue bonds are not subject to the City's statutory debt limitation nor is voter approval required.
- 5.6.13 Financing of Lease Purchases
    - Lease purchase financing may be used as an alternative method to fund capital acquisitions when it is determined to be in the City's best financial and operational interest.
    - The City shall evaluate lease purchase financing based on the following criteria:
        - Cost effectiveness
        - Asset characteristics
        - Budget and cash flow impacts
        - Flexibility and risk
    - Lease purchase agreements shall comply with applicable Washington State Law governing municipal debt and financing authority.
    - The term of any lease purchase agreement shall not exceed the useful life of the asset being financed.
    - Lease purchase obligations shall be used solely for the acquisition of capital assets with a define useful life and shall not be used to finance recurring operating expenditures.
- 5.6.14 Long-Term Interfund Loans
    - The City may utilize interfund loans rather than outside debt instruments to finance capital investments. Interfund loans will be permitted only if an analysis of the affected fund indicates excess funds are available and the use of these funds will not impact the fund's anticipated operations.
    - All interfund borrowing will be subject to prior approval by the City Council and will bear interest based upon prevailing rates.
    - The decision to use interfund loans rather than outside debt will be based on which is deemed to be the most cost-effective approach to finance capital investments. Such an assessment will be reviewed by the City's Financial Advisor, who shall provide an objective analysis and recommendation to the City Council.

5.7 Capital Investment Financial Management

- 5.7.1 Capital Investment Strategy
    - The City will maintain a long-term Capital Investment Strategy (CIS) that addresses the capital needs of the community consistent with the City's vision, comprehensive plan, and functional area plans.
- 5.7.2 Capital Investment Plan
    - The City will develop six-year capital investment plans, including related support and maintenance & operations costs. Financial plans shall be updated annually to ensure continued available resources to fund projects.
- 5.7.3 Infrastructure Investment Forecasts
    - Infrastructure investment forecasts will consider changes in population, real estate development, and economic conditions.

- 5.7.4 Technology Investment Forecasts
    - Technology investment forecasts will consider factors such as emerging technologies, cybersecurity risks, and the evolving digital service needs of the community.

Available Revenues

The majority of the City's capital investments are supported by seven major revenue sources (as well as beginning balances) as described below:

General Fund Contributions – by policy, the City annually transfers at least 5% of General Fund revenues (minus development and significant one-time revenues), available one-time money, and pavement management contributions to the capital investment program. These contributions are supported by general sales, property, and utility taxes. Two of these revenues, sales and utility taxes, are extremely vulnerable to economic fluctuations. General Fund contributions are considered discretionary and can be used for all projects in the City's 6-Year Capital Improvement Program.

This discretionary CIP revenue is further allocated on a percentage basis to transportation, parks, and general government (including fire, police, general government buildings/facilities, and planning) capital projects based on the City's fiscal policy.

Business License Surcharge - A portion of the business license fee is a surcharge dedicated to transportation capital improvements and transportation demand management. Adjusted annually for inflation, the surcharge will increase to $87 per FTE in 2025 and $91 per FTE in 2026.

Impact fees – RCW 82.02.050(2) authorizes cities planning under the Growth Management Act to assess, collect, and use impact fees to pay for transportation, fire, park, and school facilities needed to accommodate growth. Impact fees are a part of the overall financing plan to ensure the City's infrastructure grows in tandem with the pace of development and are imposed upon development projects as a condition of approval. Revenue from impact fees fluctuates with the City's development cycles. These fees are restricted to projects that increase the City's infrastructure capacity to accommodate growth.

Real Estate Excise Tax (REET) – A Real estate excise tax of 0.50% is levied on all sales of real estate and committed to funding one-time capital projects.

Intergovernmental & Miscellaneous - Includes revenues received through the Community Facility Districts, Transportation Benefit District, operating transfers, and investment interest earnings.

Utility Revenues - Water, wastewater, and stormwater rates fund most costs associated with providing these services to the community. Other sources include development user fees, grants, and investment interest earnings.

Using Redmond's Resources Wisely

Redmond's goal is to have new development and new facilities arrive concurrently, while appropriately maintaining current infrastructure. Such a goal can only be achieved through long-range financial and infrastructure planning that takes into account the community's ability and willingness to pay for improvements, and the City's success in leveraging local revenue to secure outside resources. Through analysis of expenditure and revenue trend data, Redmond is able to watch for fluctuations in economic cycles that may significantly disrupt the City's ability to achieve level of service standards. This analysis also takes into account the overall funding approach by trying to maintain a balance between those who pay for capital construction and those who benefit as well as discretionary revenue versus restricted.

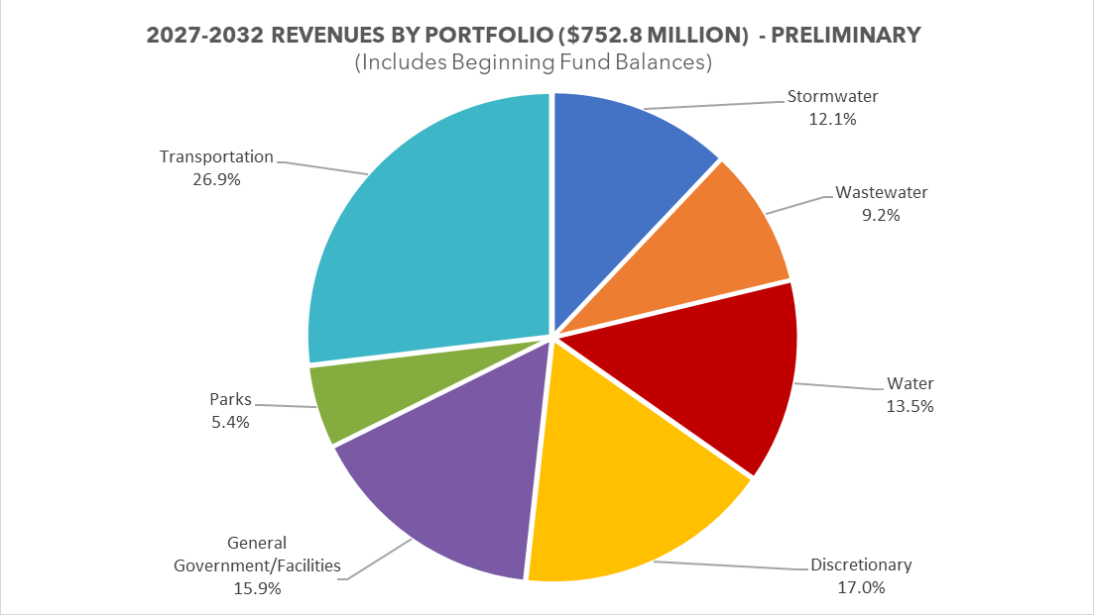
Redmond's Forecast

In terms of fiscal policy, the capital investment program will be supported by prudent revenue and expenditure forecasts. If the City determines that outside funding is needed, Redmond will determine the least-cost financing method for all new projects. Biennially, the City prepares and updates a six-year revenue forecast that measures fluctuations in the economy and the impacts those cycles have on revenue collections. Redmond uses these forecasts, as well as forecasts from other entities, to create a business plan that allows the City to maintain appropriate levels of service to the community. Forecast assumptions range from employment and population growth to estimates of interest rates and development activity. Tracking trends is one way the City uses to focus attention on potential vulnerable areas in the City's financial plan. Asset Management Plans, in development in accordance with the Municipal Asset Management Policy, will add lifecycle cost forecasts by asset class to this analysis, identifying where projected revenues fall below renewal and replacement needs for each CIS planning period.

Near-term (2027 - 2032) Capital Investment Strategy Revenue

This revenue plan for the near-term period is based on the best available information at time of publication and is likely to be adjusted before publication of the proposed 2027–32 Capital Investment Program.

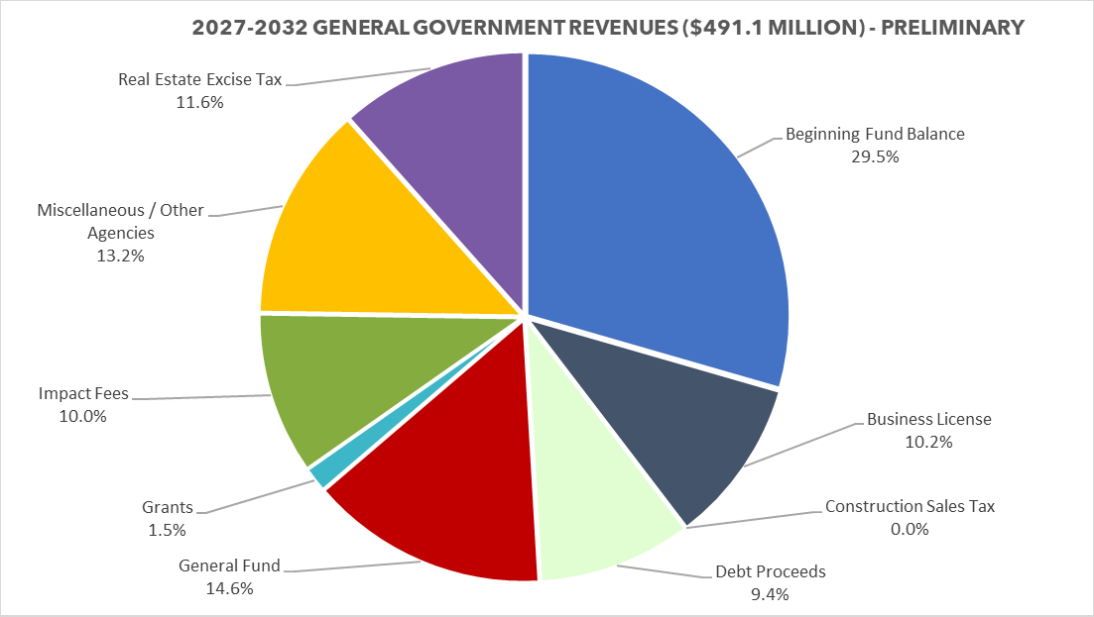
FIGURE 24: 2027- 32 REVENUES BY PORTFOLIO



General Govt' Revenue and Needs

General Government includes portfolios for General Government/Facilities, Parks, and Transportation programs. Revenues in the General Government portfolio are projected to total $491.1 million between 2027 and 2032, including beginning fund balances, increases in business license collections, investment interest, funding from other agencies, and debt proceeds.

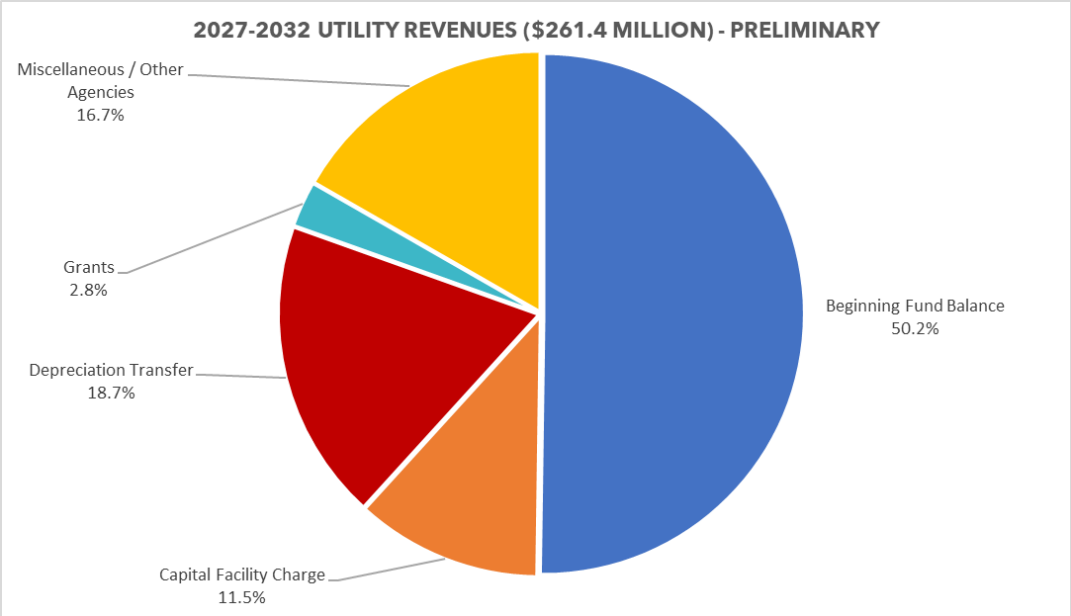
FIGURE 25: 2027-32 GENERAL GOV'T REVENUES



Utility Capital Program

The Utility portfolios include the Water, Wastewater, and Stormwater programs. A total of $261.4 million in revenue is projected between 2027 and 2032, including beginning fund balances

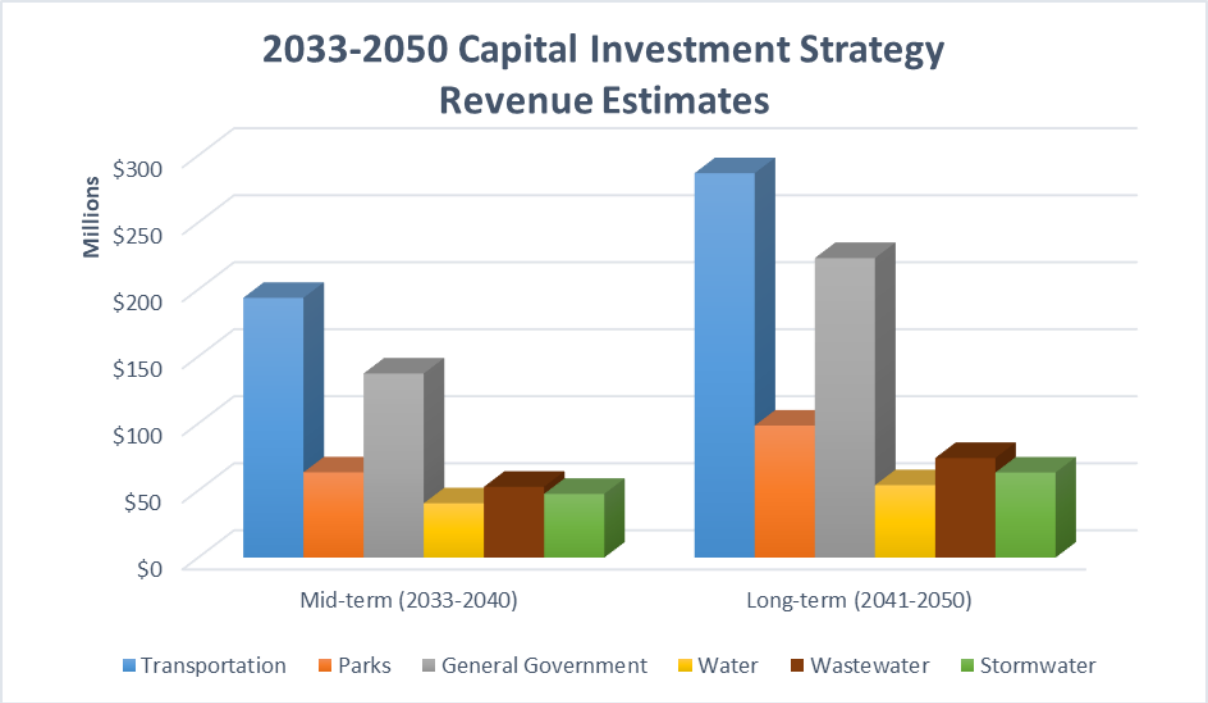
FIGURE 26: 2027-32 UTILITY REVENUES



2033 - 2050 Capital Investment Revenue Forecast

Preliminary revenue estimates to support the Vision Blueprint are shown below. Estimates are based on the current economic climate and are intended to convey the magnitude of revenues that could be available to the capital plan through 2050, rather than an accounting of specific revenue sources that the City will collect over the next 20 years. The estimates are based on the City's current allocation of 5% of General Fund revenue to the capital investment program.

FIGURE 27: 2033 - 2050 CIS REVENUE ESTIMATES



Functional Plan Specific Revenue Forecasts

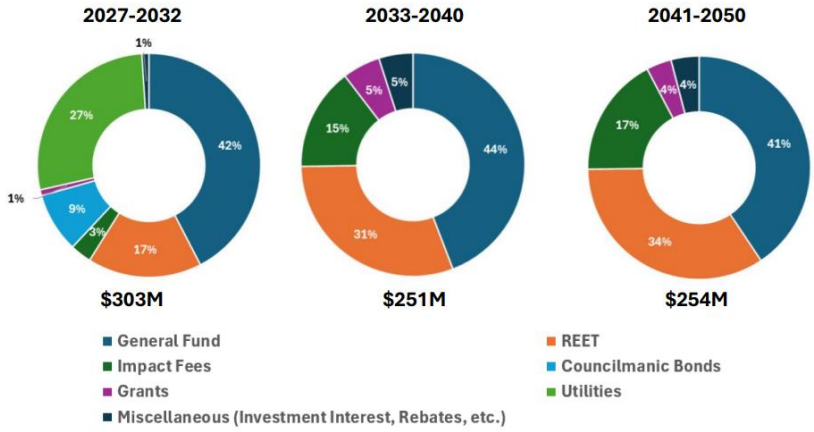
Supporting the City's CIS policies, recently updated functional plans contain revenue forecasts to 2050. As other functional plans are updated, the City will also conduct a revenue forecast to support specific functional areas and the utilities. Revenue forecasts for Transportation and Governmental Facilities are shown below:

Please note that time periods may not be consistent with CIS periods.

Government Facilities

Revenue estimates were made for the 2025-2050 Capital Facilities Plan – General Gov't Facilities and are shown below, depicting revenue sources proportions for the planning periods.

FIGURE 28: GENERAL GOV'T FACILITIES ESTIMATED REVENUES 2027-50



Transportation

A revenue forecast for the 2022-2050 Transportation Facilities Plan (part of the Transportation Master Plan) shows forecasted revenues for the period 2022-2050.

FIGURE 29: TRANSPORTATION REVENUE FORECAST 2022-50

TFP revenue forecast 2022-2050

Revenue Source	Forecast ($M) 2022-2050	Percent	Description of Source
General Fund Transfer	60.26	6.8%	Council appropriation from City general fund
Pavement Management General Fund	8.70	1.0%	Council appropriation from City general fund
Real Estate Excise Tax	62.78	7.1%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	16.06	1.8%	State transportation funds to Redmond
Other Jurisdictions	2.93	0.3%	Cost participation by other agencies in Redmond projects
Federal and State Grants	103.92	11.7%	Cost participation grants for specific projects
Business Tax	139.24	15.7%	Employment based tax - Redmond employers
Impact Fees	243.20	27.4%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	63.2	7.1%	Value of developer payments or construction for specific projects; not impact fee credited

Miscellaneous Sources	14.6	1.6%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Miscellaneous Carryovers	24.37	2.7%	Funds brought forward; net of debt payments, non-tfp projects and overhead
Transportation Benefit District	148.50	16.7%	City Council adopted an ordinance to form a Transportation Benefits District
Total	887.75	100.0%	

Proposed expenditures 2033 - 2050

For the period 2033-2050, the City estimates a need of $1.381 billion for projects, with most costs attributed to transportation investments. Approximately $506 million is needed for Utility (Water/Wastewater and Stormwater) investments.

Given the long-term gap, the City will need to continually prioritize and sequence capital projects to appropriately target financial investments and most effectively achieve Redmond's vision. Support for capital investments should also consider alternative financing approaches to ensure projects are aligned with the vision, coordination is achieved, and taxpayers get the best value for their investment.

FIGURE 30: MID-TERM FUNDING VS. NEEDS

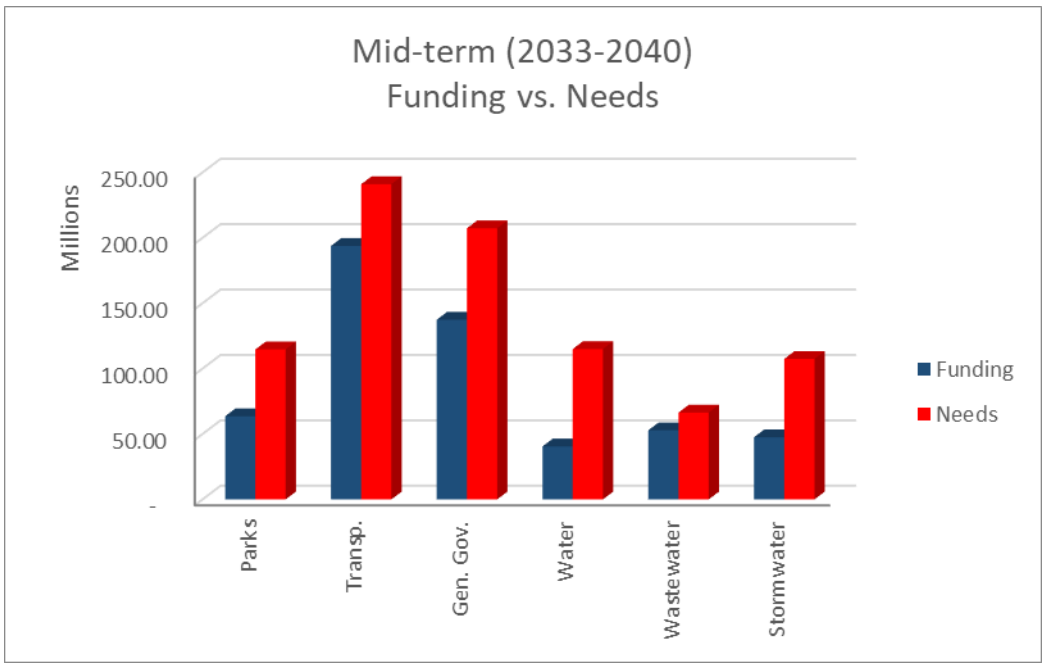
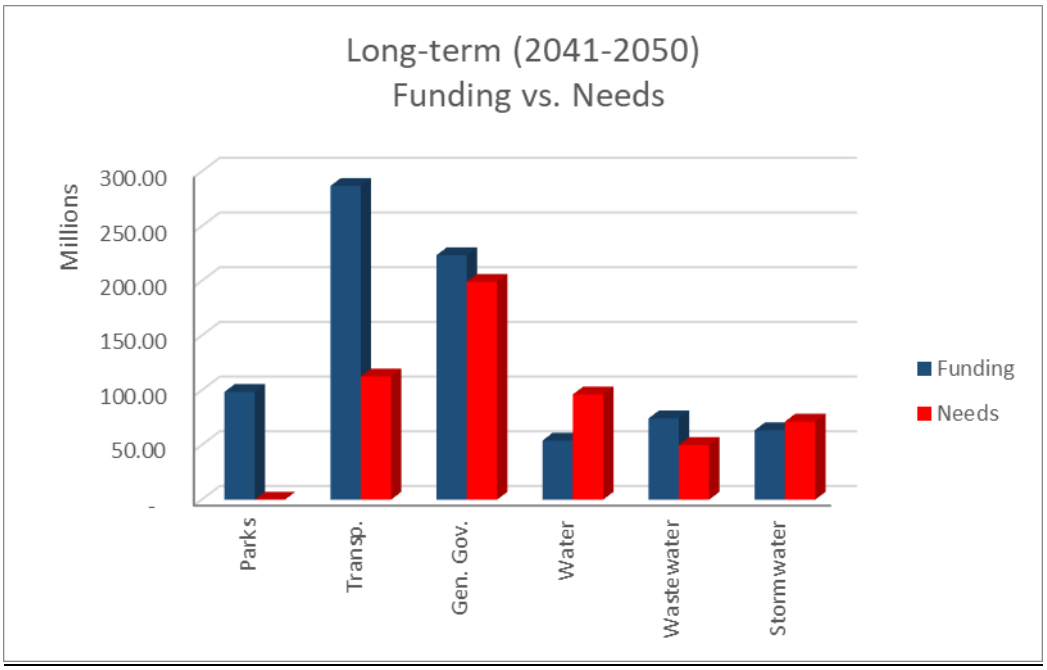


FIGURE 31: LONG-TERM FUNDING VS. NEEDS



Alternative Financing

According to Redmond's fiscal policies, the City will use long-term borrowing for capital improvements that cannot be reasonably financed on a pay-as-you-go basis from anticipated cash flows. Accordingly, acceptable uses for bond proceeds include those assets that can be capitalized and depreciated. Whatever financing method is used, the City will seek the most cost-effective financing option based on the project's scope and the terms of indebtedness. In addition to changing the amounts and/or contributions from existing CIP revenue sources, the City has alternative financing options for capital improvements, as described below.

Unlimited Tax General Obligation Bonds (UTGO Bonds)

Unlimited Tax General Obligation bonds are one of the most common methods of financing capital improvements for local governments. Local governments are authorized to issue UTGO bonds pursuant to Article 7, Section 2(b) of the Washington State Constitution and laws of the state of Washington, including but not limited to chapters 39.36, 39.46, and 84.52 RCW. UTGO bonds must be approved by the voters within the local government and are secured by annual property taxes, more than regular property taxes, at whatever rate is necessary to repay the bonds. Further, UTGO bonds constitute a general obligation of the local government, and, as such, the full faith, credit, and resources of the local government are also pledged for repayment.

Limited Tax General Obligation Bonds (LTGO)

LTGO bonds are backed by the full faith and credit of the City. The bonds can be issued without a vote, but are "limited" in that no additional resources are provided to pay debt service on these bonds. The debt service must be paid from existing city resources. They are also limited in both amount and rate by the City's debt capacity.

Revenue Bond

Revenue bonds are typically issued to fund improvements to facilities or systems in the City's utilities. Revenue bonds can be either voted on or non-voted debt. The debt is secured solely by the pledge of a specific revenue stream, such as utility user fees.

Levy Lid Lifts

By a vote of the people, the City can raise property taxes beyond the 1% increase allowed by law for special projects and programs. The lid lift can be configured to remain in place permanently or for a finite period.

Local Improvement Districts (LIDs)/Utility Local Improvement Districts (ULIDs)

The Revised Code of Washington (RCW) 35.43 through 35.56 authorizes cities and towns to fund capital improvement projects through local improvement districts. LIDs are a means of assisting benefitting properties in financing needed capital improvements by forming special assessment districts. LIDs permit improvements to be financed and paid for overtime through assessments on the benefiting properties. A variation of the LID is the ULID, which is used to fund utility-related projects. The difference between ULIDs and LIDs is that utility revenues are pledged to repay the debt, in addition to assessments on the benefiting properties.

Other Alternative Financing Mechanisms

Transportation Benefit Districts legislation, RCW 36.73, authorizes the use of multiple funding sources for specific, planned improvements within a defined boundary. Some of the sources include sales and use tax, a motor vehicle license fee, impact fees, vehicle tolls, property taxes, and LID assessments, as well as other debt sources as mentioned above. Most of the sources require a public vote.

Other alternative financing methods include Public Development Authorities (PDAs) and Public Facilities Districts (PFDs). PDAs are often created to manage the development and operation of a single project, which is considered best managed outside the typical City government authority. Pike Place Market is an example of a PDA in Washington state. Public Facilities Districts are used solely to develop certain regional facilities, such as convention or special events centers. PDAs can issue tax-exempt bonds, but do not have taxing authority. Much like PDAs, PFDs are managed outside traditional government authority; however, a PFD can impose a local sales tax that is credited against the state sales tax.