



Memorandum

Date: 7/14/2026
Meeting of: City Council Study Session

File No. SS 26-067
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Aaron Bert	425-556-2786
--------------	------------	--------------

DEPARTMENT STAFF:

Public Works	Adnan Shabir	Senior Engineer
Public Works	Brandon Buehler	Deputy Director
Public Works	Paul Cho	Engineering Manager
Public Works	Patty Criddle	Engineering Supervisor

TITLE:

Pavement Management Program Update

OVERVIEW STATEMENT:

The pavement strategic plan was completed by Perteet Inc. using a one-time allocation of \$40,000 in the 2025-2026 biennium. The plan uses 2025 pavement condition data, together with historical City pavement data, to model future pavement conditions under various funding scenarios, recommend funding levels aligned with nationally recognized PCI targets, and identify appropriate pavement treatments.

The City has invested steadily in its pavement network over the years. As the network has aged, our overall PCI now stands at 68 (Fair), just short of the Transportation Master Plan's target of 70 and the Pavement Strategic Plan's recommended target of 71. Principal Arterials, our highest-priority corridors, average a PCI of 64, with 38% of those lane-miles in need of attention, representing our biggest opportunity to protect the investment we've already made. Acting now positions the City to achieve the level of service goal of 71 PCI with a long-term goal of 75 PCI.

Deferring investment will increase long-term costs. Pavement at a PCI of 55 costs four to six times more to rehabilitate than pavement at PCI 75. The Pavement Management Strategic Plan and accompanying Implementation Plan establish a complete inventory of existing conditions, evaluate future outcomes under various funding scenarios, and provide an actionable roadmap for strategic investments that will preserve the City's \$450 million roadway asset.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Transportation Master Plan; Municipal Asset Management Policy (MAMP); Redmond 2050
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
The City's 362 lane-mile street network has a replacement value of ~\$450 million. The network PCI has declined from 88 (Good) in 2003 to 68 (Fair) today. The recommended budget scenario of \$5 million base plus \$250,000 in annual increases beginning in 2027, funded through the Transportation Benefit District or another reliable funding source, is projected to stabilize the network. Leveraging grant funding alongside this base budget is expected to advance the network toward the minimum target PCI of 71 (Satisfactory) by 2039 with a long-term goal of PCI 75. The Implementation Plan also proposes a potential future establishment of a dedicated in-house paving crew, separate from CIP, to deliver preventive maintenance and residential rehabilitation work beginning in 2027. An in-house paving crew can also be used to complete targeted treatments to improve PCI to a degree that may increase a project's eligibility for grant funding.

OUTCOMES:

The Pavement Strategic Plan and Implementation Plan together provide clear guidance on the investments required for long-term pavement preservation. The main elements of the plans include:

- Current state of the City's pavement: network PCI of 68 (Fair), down from 88 (Good) in 2003; 38% of Principal Arterial lane-miles in Poor or worse condition; 49% of the network in Satisfactory or better condition.
- Recommended budget to achieve a target PCI of 71: \$5 million base budget starting in 2027, increasing by \$250,000 annually, funded through the Transportation Benefit District or another reliable funding source; with an initial focus on arterial rehabilitation.
- Pavement treatment strategy: data-driven treatment selection by functional class and PCI condition, shifting from reactive "worst-first" repairs to lifecycle-based preventive maintenance; preventive treatments cost four to six times less than rehabilitation.
- Resource needs to achieve target levels: Biannual reporting and continued condition assessments to assess progress toward PCI 7, and potential future establishment of a City paving crew.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Public Works presented an update of the pavement management program to the Council at a Study session on May 10th, 2022.
Transportation Planning also conducted outreach as part of the Transportation Master Plan update that includes a section on pavement management.
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**

N/A

BUDGET IMPACT:

Total Cost:

No impact to the current biennium budget. The proposed \$5 million base programmatic paving budget would begin in the 2027-2028 biennium. By 2039 the annual paving budget would be \$8 million due to the proposed annual increase of \$250,000.

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:

N/A

Budget Priority:

N/A

Other budget impacts or additional costs: ☐ Yes ☒ No ☐ N/A

If yes, explain:

N/A

Funding source(s):

Transportation Benefit District or another reliable funding source

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

Public Works target for completing and presenting the Pavement Management Strategic Plan and Implementation Plan in July 2026. Council adoption of the recommended budget scenario is needed by Q3-Q4 2026 to enable the 2027 program launch.

ANTICIPATED RESULT IF NOT APPROVED:

The recommended investment is timely and cost-effective. In the absence of a dedicated, sustained paving budget, the network's overall condition is projected to decline to Poor (PCI below 55) within seven years. At that threshold, preventive preservation treatments are no longer viable, and the City would be limited to substantially more expensive rehabilitation and reconstruction. Because pavement at PCI 55 costs four to six times more to restore than pavement maintained at PCI 75, a consistent annual investment maximizes the return on every dollar and protects the long-term value of our roadway asset. Sustained funding also maintains the safety, ride quality, and environmental performance that residents and businesses rely on.

ATTACHMENTS:

Attachment A: Pavement Program Update
Attachment B: Pavement Strategic Plan
Attachment C: Implementation Plan