



Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-151
Type: Consent Item

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

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

TITLE:

Approval of the WSDOT Regional Mobility Grant Microtransit Shuttle Consultant Agreement

OVERVIEW STATEMENT:

Redmond was awarded the Regional Mobility Grant from the Washington State Department of Transportation for the 2025-2027 biennium to start a shared parking program and microtransit shuttle in Downtown Redmond. The total amount of grant funding being provided to the City of Redmond is \$975,000. The City is providing \$244,000 of matching funds. The funding will be used to implement a 2-year pilot of a shared parking program as well as an on-demand microtransit shuttle in the Downtown Redmond and Education Hill neighborhoods. A request for proposals (RFP) for the vendor to manage the microtransit shuttle service was posted and five vendors submitted. We are requesting approval of the selected vendor's consultant agreement at the October 21, 2025, Business Meeting.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
 - **Redmond 2050, FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
 - **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
 - **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional

transportation investments in support of Redmond's transportation policy objectives.

- **Redmond 2050, TR-6.7:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **Redmond 2050, TR-15:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **Redmond 2050, FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **2020 Environmental Sustainability Action Plan, T1.4:** Pilots for trip reduction. Continue piloting trip reduction initiatives such as app-based carpooling and scooter/bike share.
- **2020 Environmental Sustainability Action Plan, T1.8:** Increase new mobility options. Encourage and foster the use of new mobility options, such as bike share, electric bike and scooters, and ride hailing.
- **Downtown Parking Strategic Implementation Plan, 4:** Facilitate more effective use of private parking facilities
 - 4a. Branding, wayfinding and marketing for the shared parking system that may include a technology focus
 - 4b. City facilitated shared parking program including an initial pilot program
- **Downtown Parking Strategic Implementation Plan, 5:** Build capacity within the City of Redmond to actively manage parking
 - 4c. Work with community and business partners to collaborate on parking management and mobility

● **Required:**

N/A

● **Council Request:**

N/A

● **Other Key Facts:**

N/A

OUTCOMES:

We anticipate the on-demand shuttle will decrease vehicle miles traveled in the downtown core and surrounding neighborhoods by increasing Redmond residents' access to the downtown light rail station and transit center as well as other destinations, including shopping and employment. The shared parking component is part of the City's overall parking management strategy, which includes implementing strategies to better utilize existing on- and off-street parking.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

● **Timeline (previous or planned):**

City of Redmond Parking Questionnaire, March-April 2024

● **Outreach Methods and Results:**

Questionnaires

● **Feedback Summary:**

- Overall community interest in first/last mile connections to the existing and future transit network
- Interest and desire for more transit options
- Interest in commuter and employee parking in the downtown core for people who would like to park all day and go to their jobs (either working in Downtown or commuting via bus or light rail).

BUDGET IMPACT:

Total Cost:

Estimated 2-year total of \$866,984 for Microtransit Shuttle consultant services

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

Budget Offer Number:

0000310 - Mobility of People & Goods

Budget Priority:

Vibrant and Connected

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

If yes, explain:

The City is required to contribute a 20% match of the Regional Mobility Grant funds for the project.

Funding source(s):

Regional Mobility Grant (\$975,000) - referred to consent for Council acceptance on Sept 2, 2025

Commute Trip Reduction (CTR) funds (\$60,000)

LTAC funds (\$136,000)

Commuter Assistance Office (CAO) funds (\$48,000)

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	No meetings proposed at this time.	N/A

Time Constraints:

With the selected shuttle vendor, the microtransit shuttle project is anticipated to begin planning in Q4 2025 with the program launch in Q1 2026, aligned with the completion of the Sound Transit Cross-lake Connection of the 2 Line in 2026.

ANTICIPATED RESULT IF NOT APPROVED:

If not approved, the consultant project team will not be able to begin work and the microtransit shuttle may not open in a coordinated timeframe with the 2 Line connection.

ATTACHMENTS:

Attachment A - RFP for Microtransit Shuttle

Attachment B - Microtransit Shuttle Contract